

# AMERICAN RAILROAD JOURNAL.

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## American Railroad Journal.

New York Saturday, August 12, 1871.

### FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY, WESTERN DIVISION.

These bonds can now be had from the undersigned, or through the principal banks and bankers of the United States.

They have thirty (30) years to run, bearing Eight per Cent. (8 per cent.) Interest, payable on 15th days of August and February in each year. The Principal and Interest are payable in Gold. The Principal in New York; the Interest in New York, London and Frankfurt-on-Main, free of tax. They are Coupon Bonds, but can be registered or converted into Registered Bonds, and are receivable at par and accrued interest in payment for the Company's land sales. The payment of the principal and interest is secured by a first and only mortgage on the Company's Lands, granted by the United States in 1866, lying on the line of this road, amounting to 1,500,000 acres, the railway of the Western Division extending from Marysville, Kansas, to a junction with Union Pacific Road at Fort Kearney, a distance of 170 miles, together with the Equipments appertaining,

### Franchises, Rights of Way and Personal Property.

The mortgage is made to the Farmers' Loan and Trust Company of New York, as Trustees.

The Bondholders are amply protected by the terms of the Mortgage Deed, which prohibits a sale of the Company's lands at less than four (\$4) dollars per acre, and a release of the lien of this Mortgage upon any portion sold until the purchase money is paid to the Trustees, who are authorized to apply the same to the payment of these Bonds, either by purchase or to the Sinking Fund, for their redemption at maturity. This will more than extinguish the debt and leave the railway and equipments free. The security for the payment of these Bonds is therefore beyond all contingency.

The location of the line of the St. Joseph and Denver City Railroad is a commanding one, from the fact that it is a practical extension westwardly of the Hannibal and St. Joseph, the next Land Grant road after the Illinois Central. The St. Joseph and Denver City Railroad is fed at its eastern terminus (St. Joseph) by railway lines coming direct from Hannibal, St. Louis, Chicago, and local roads converging at St. Joseph. Its business is therefore secured. Its connection with the Union Pacific road opens up the through middle route across the Continent, and is of national importance. This is reflected in the fact that the quantities of letters and telegrams which we have received during the few days the Bonds have been for sale, applying for these securities, indicate the quick response of the American people in support of internal improvements, while at the same time they make a good investment.

Price for the present, 97½ and accrued interest in currency.

Expressage relating to the Bonds free. Marketable Securities received in exchange.

We have been at great expense in the examination of this property and the bonds, and are satisfied the investments in this Loan will not only be safe but profitable. We base our calculations on the fact that the First Mortgage Bonds of this Company, on the Eastern Division, lately successfully placed by our firm at 97½, have advanced to 102 and accrued interest, making them rule at 106, or nearly ten per cent. advance.

Under all circumstances, we unhesitatingly recommend them.

**TANNER & CO., Bankers,  
No. 11 Wall Street.**

### The Continental Fast Freight Line.

The Continental Fast Freight Line, a joint organization of the Baltimore and Ohio, Marietta and Cincinnati, and Ohio and Mississippi Railroads, who own and manage it, promises to be one of the best equipped and best managed lines that have reduced freight transportation to a science. The management of the Baltimore and Ohio Road has always watched opportunities in the direct interests of the shareholders, and the present scheme of a grand continental line owned and managed by the Baltimore and Ohio and associate companies will undoubtedly recommend itself to the public favor as containing the all important essentials of quickness and cheapness. With these special characteristics the Continental line was inaugurated yesterday, with an equipment of one thousand new freight cars, and by means of the bridge over the Ohio River at Parkersburg, and the now uniform gauge of the Ohio and Mississippi Road with that of the Baltimore and Ohio and Marietta and Cincinnati lines, an unbroken communication is opened between Baltimore and St. Louis, giving a new Atlantic port to the great West and Southwest.

There are already nine lines of ocean steamers running to and from Baltimore in connection with the Baltimore and Ohio Road, and such is the enterprise of President Garrett that he has succeeded in negotiating with the Messrs. Allan, of steamship celebrity, for the running of an Allan line of steamships between Baltimore and Liverpool, commencing regular trips in August next, thus securing additional prompt and regular ocean passage for not only the Continental line traffic, but for the whole export and import business of the country, served by the Baltimore and Ohio Road and its connections. Such a combination of gigantic interests will undoubtedly insure success.

The new bridge over the Ohio River at Bellair has virtually lessened the time between the East and all places on the Central Ohio and Lake Erie divisions of the Baltimore and Ohio Road for freight purposes by one day, and shippers have become so alive to the importance of this, that we understand the business of the Company has increased to an extent demanding an immediate large addition to the rolling stock, which will be effected in time for the fall trade.—Columbus Statesman.

**Steam on City Railroads.**

Certain citizens of New Jersey having requested the opinion of Samuel McElroy, a Brooklyn engineer, as to a new railroad which proposes to use the tracks of certain horse railroads, especially whether steam could be used on the city streets, and locomotives run on the city roads, Mr. McElroy answered:

Passenger or platform cars provided with simple and powerful engines could be advantageously used on a line of this kind, capable of carrying extra cars and of moving over 200 passengers on each train. The present horse-railway tracks could be used for the auxiliary locomotives. These locomotives can be run without smoke or sparks, and with less danger to horses than full sized engines.

As between the slow and expensive operation of long passenger roads by horse power or steam, the difference is strongly in favor of the latter in cost of operating, and by the use of light auxiliary locomotives, the expenses for maintenance of track would be comparatively small. There is probably a difference of not less than 20 per cent. of gross receipts in favor of a plan of this kind in annual working out-lay. Between a horse car and steam movement of  $5\frac{1}{2}$  miles, the relative time would be as 45 minutes to 20 minutes from Montclair to the city depot.

This system is applicable to any horse railroad connecting with Newark, having a proper depth of rail. It is equally applicable to nearly all the horse railroads in New York city and Brooklyn, and the introduction of steam power will soon supercede and drive away the prejudices of our people. It is only a question of time.

**Richmond and Danville Railroad.**

Including the "Piedmont Railroad" owned by and operated in connection therewith.

The reports of this company for the years ending September 30, 1869 and 1870, show the operations and their results of said years as exhibited in the annexed figures.

	1869.	1870.
Gross earnings—		
From passengers.....	\$208,489 95	\$253,770 50
“ freight .....	375 191 02	405,701 27
“ express freight...	11,891 98	18,992 30
“ U. S. mail .....	13,612 48	13,614 48
“ telegraph line ...	216 37	288 29
	\$609,402 80	\$692,366 93

**Expenses ordinary and extraordinary—**

Transportation .....	\$189,165 89
Way maintenance.....	218,855 05
Machinery, repairs, etc...	55,415 03
General, viz: offices, salaries, &c.....	31,910 97
	\$490,346 94
Less credits not properly chargeable against yr's operations .....	22,713 05
	467,633 89

Leaving a balance of.....\$224,733 04

As compared with previous year's earnings the above shows an increase of \$82,964 13, viz: in passenger traffic \$45,280 64, in freight traffic \$30,570 25, in express traffic \$7,100 32 and in telegraph \$71 92. The increase in working expenses was \$115,300 94, viz: in transportation \$27,299 54, in maintenance of way \$79,428 02, in maintenance of machinery \$5,033 48 and in general expenses \$3,449 90. From this showing the increased earnings have not kept pace with the increased expenses by \$32,336 81, or by nearly 40 per centum. The chief increase of way expenses has been in the amount of new iron laid and large expenditures on bridges, trestles, culverts, depot

improvements, &c. The machinery department has also received considerable accessions in cars, &c. The increase under head of general expenses is accounted for by increased amount of internal taxes paid on passengers, \$1,528 95, and balance of salaries due to officers on previous year's account, \$1,920 95. The following statement compares the cost per mile run by all trains in 1869-70, and the previous fiscal year, in cents:

	1870.	1869.
Maintenance of way.....	54.87	41.80
“ machinery .....	14.80	16.39
Operating and other expenses.....	53.42	55.18

Total.....123.09 112.87

—and the following shows the expenses per mile run, divided among revenue trains only:

	1870.	1869.
Maintenance of way.....	59.95	45.42
“ machinery .....	15.16	18.02
Operating and other expenses.....	58.38	61.03
Total.....	134.49	124.47

Thus it will be seen, as above stated, that the increased expenditures (when compared with the increased traffic) are wholly on account of new iron, materials and supplies used in improving the roadway, and rendering it safer for travel and more economical for general business. So much indeed has been added to the productive value of the property.

The number of passengers and the mileage of travel in 1868-9 and 1869-70 compares as follows:

	Number of passengers.	Miles of travel.
1868-69.....	88 828	4,860,625
1869-70.....	103,629	6,698,740

The increase in passengers was 14,801 and in mileage, 1,838,115. Distance traveled in 1869-70, 65 miles to each passenger, the fares averaging 3.79 cents per mile. First class passengers, 81,196, and second class, 22,373. Through passengers, 16,560—east 7,783, and west 8,777. Way passengers 87,069, east 42,452 and west 44,617. Increase of through passengers in 1869-70 over previous year, 6,674, and of way passengers, 8,127.

The passenger traffic for the last five years has been as follows:

	Passengers.	Mileage.	Receipts.	Fares.
1865-66..	67,939	4,169,289	\$204,983 27	5.61 cts.
1866-67..	79,906	4,106,364	204,983 27	4.90 “
1867-68..	85,662	4,086,398	182,650 93	4.49 “
1868-69..	88 828	4,860,625	208,928 91	4.29 “
1869-70..	103,629	6,698,740	253,770 59	3.79 “

This statement exhibits a gradual reduction in the average rate received per passenger per mile during the period embraced equal to  $32\frac{1}{2}$  per cent. In this series of years the average distance traveled was 51, 51, 47, 55 and 65 miles, showing an extraordinary movement in so brief a period.

The tonnage traffic of the two last years compares as follows:

	Tons.	Mileage.
1868-69.....	99,323.30	6,271,192
1869-70.....	120,958.84	7,545,929

The increase of tonnage moved is thus shown to have been 21,635.54 tons, and of mileage, 1,274,737 miles. Average rate per ton shows a decrease of 0.25 cent per mile, having been in '69-'70 5.37 cents as against 5.99 cents in previous year.

The character of the freight (tons of 2,000 lbs.) moved in the years embraced was as follows:

	'69-'70.	'68-'69.
Products of forest.....	11,958.08	9,791.50
“ mines.....	34,483.02	24,905.98
“ animals.....	3,577.83	2,924.09
Vegetable food.....	15,002.00	11,403.46
Other agricultural products.	13,207.33	15,988.06
Manufactures.....	17,670.49	13,408.10
Merchandise.....	6,751.91	6,757.30
Non-specified articles.....	16,686.52	13,368.57
Express freight.....	1,671.86	776.26

Total.....120,958.84 99,323.30

The gross increase in tons of all classes in 1869-70 over the previous year was 21 per cent. and the increase in mileage was 20 per cent. There was an increase of all classes except that of other agricultural products, under which comes unmanufactured tobacco, and merchandise. The leaf or unmanufactured tobacco and stems received at Richmond in 1869-70 was as follows:

	Packages.	Pounds.
Hogsheads.....	8,960	12,866,872
Tierces and tubs.....	8,101	4,622,677
Boxes.....	1,109	323,049
Total.....	18,170	17,812,098
Stems, hogsheads.....	878	1,426,426

Total unmanufactured.....19,238,524  
In 1868-69.....23,797,153

Decrease over previous year.....4,558,629  
Average weight of hogsheads 1,436, of tierces 570, and of boxes 291 pounds, equal to 13,397 hogsheads, or 9,619 tons. In 1868-69 the receipts were 11,898 tons. Decrease, 2,279 tons.

The receipts of manufactured tobacco were:

	Packages.	Pounds.
1868-69.....	26,345	2,050,065
1869-70.....	45,426	3,130,724

The total of raw and manufactured tobacco received at Richmond was—1868-69 12,923 and in 1869-70, 11,184 tons—showing a decrease of 1,739 tons.

The following is a comparative summary of the total tonnage of the road for the five years ending 30th September, 1870:

	Tons.	Mileage.	Receipts.	Rate.
1865-66..	68,121	4,169,028	\$381,772 56	9.85 cts.
1866-67..	81,638	5,924,892	399,500 32	6.74 “
1867-68..	88,679	6,129,789	363,000 92	6.50 “
1868-69..	99,223	6,271,192	375,191 62	5.99 “
1869-70..	120,959	7,545,929	405,701 27	5.37 “

By this table it will be seen that there has been a gradual reduction in the average amount charged per ton on all classes of freight transported for the period embraced equal to  $46\frac{1}{2}$  per cent.

The road-bed and superstructure of the road have been considerably improved during the last fiscal year (as before observed); 1,036 tons of new rails have been put in the track of the R. and D. R. R. equal to 12.63 miles, or a total since the war of 3,388 tons, and cross-ties to the amount of 63,319 have been removed and replaced with new ones during same year, or a total of 387,781 since the war. On the Piedmont R. R. 24,653 cross-ties were replaced with new ones in 1869-70. With these and other renewals and improvements the general condition of the line is pronounced to be excellent.

The mileage of locomotives in 1869-70 was 379,898 miles. Passenger, mail and express cars run 903,876 miles, burden cars 1,583,300 miles and service cars 269,757 miles. Total movement of cars, 2,756,943 miles.



The following abstract shows the physical elements of the R. and D. R. R., and separately of the Piedmont Railroad:

	R. and D. R. R.	Piedmont R. R.
Length of main line.....	140.50	48.50
Length of Rocketts Branch ..	1.52	....
Sidings and turnouts.....	11.25	1.98
Total equivalent single track.	153.27	50.48
Sum of ascents going west, feet	2,128	1,240
Sum of ascents going east, "	1,743	818
Whole ascent and descent over- come, feet.....	3,871	2,058
Average ascent and descent pr mile, feet.....	27.55	42.43
Maximum grade going west, ft	60.01	67.58
Sum of straight line, miles....	92.88	32.14
Sum of curve line, miles.....	47.64	16.36
Minimum radius on main line, feet.....	637.30	996.57

During the past year connection was made by a branch track with the Richmond, Fredricksburg and Potomac Railroad; and a similar connection is in progress so as to reach the Richmond and York River Railroad.

The company have now 25 locomotives. The car stock consists of 17 passenger, 8 baggage, mail and express, 125 box, 64 platform (all 8 wheel), and 49 coal (6-wheel), making a total of 264 cars, also 5 road and service cars.

The company pay the Piedmont company (which payment is simply taking from one pocket and putting into the other) a lease rental of \$45,000 per annum.

The Auditor's statement of receipts and disbursements for the year ending September 30, 1870, is as follows:

RECEIPTS.	
Balance on hand from previous years	\$20,901 23
Transportation and connections.....	749,710 11
Express and railroad company bal- ances .....	81,141 64
Wages returned by paymasters.....	1,323 14
Bills payable discounted.....	233,653 40
Bills received collected & discounted	9,774 38
U. S. and P. O. transportation.....	15,241 16
Coal and Manufacturing Co's transp.	13,464 13
Sundry accounts and loans on coal..	29,735 67
Sales of old materials.....	2,049 64
Total.....	\$1,156,994 50

DISBURSEMENTS.	
Maintenance of roadway and real es- tate .....	\$67,012 66
Maintenance of machinery .....	18,872 79
Operating expenses.....	67,296 81
Paymasters.....	204,796 60
Bills payable .....	275,228 23
Interest .....	141,180 62
Internal revenue .....	7,194 40
Salary account .....	19,132 00
Insurance .....	2,320 00
Connection freight.....	26,894 08
Earnings returned .....	5,656 83
Wages.....	866 59
Railroad companies' balances.....	132,067 63
Piedmont company .....	34,945 45
Bonds paid off.....	6,900 00
Loans returned and accounts paid...	31,803 62
Board of public works.....	63,000 00
Depot at Burkeville.....	1,572 64
Rich., Fred. & Potom. R.R. connect'n	6,748 34
Rich. & York River R.R. connection	25,242 06
Real estate and land damages.....	475 00
Balance to next year's account.....	17,788 10
Total.....	\$1,156,994 50

The general account of the company (below) exhibits a statement of receipts, disbursements and liabilities from its organization November 30, 1847 to September 30, 1870:

Capital stock.....	\$4,000,000 00
Loan of State of Virginia redeemable in about 34 years from April 3, 1853, to September 30, 1854, by payment of annuity of 7 per cent.....	600,000 00
Bonds guaranteed by State of Va.	158,100 00
Bonds, 4th m. registered, due 1873	50,500 00
Bonds, 4th m. coupon, due 1875..	14,000 00
Bonds for funding int., due 1876..	5,800 00
Bonds, consol. mort. coupon, due 1875 to 1890.....	1,109,000 00
Bonds, consol. mort. reg., due 1875 to 1890.....	613,600 00
Bonds to Roanoke Valley R.R. Co., due 1871 to 1876.....	124,800 00
Bonds for construction, due 1871 to 1876 .....	4,800 00
Transportation to Sept. 30, 1870..	9,714,584 78
Bond interest.....	\$10,047 72
Dividends .....	7,983 99
Int. due B. of P. works .....	37,987 01
Bills payable.....	154,370 15
Sundries, per ledger.....	75,003 53
	285,392 41
Total .....	\$16,680,577 19

Increase of capital stock .....	\$2,000,000 00
Railroad and rolling stock.....	4,931,704 53
Transportation and interest to date	7,334,362 47
Dividends to date.....	480,123 10
Redemption Fund, State Loan....	98,908 65
Stocks due and unpaid.....	18,702 50
Piedmont R. R. stock account....	1,488,500 00
Piedmont R. R. Co's balances due.	205,269 11
R. and T. River R. R. connection ..	25,953 04
R., Y. and Pot. R. R. connection...	7,313 02
Sundries, per ledger.....	71,952 67
Cash in banks.....	17,788 10
Total .....	\$16,680,577 19

On February 22, 1867, the Legislature of Virginia passed an act entitled "An Act to authorize the Richmond and Danville Railroad company better to provide for its liabilities by the creation of a new mortgage. A full copy of this act, given below, will enable readers to understand the conditions under which the consolidated mortgage bonds of the company were issued. The text of the act reads as follows:

Whereas, by virtue of an act of the General Assembly, passed the 9th day of February, 1853, entitled an act to provide for the completion of the Richmond and Danville railroad, and for a loan of money to said company, a loan of six hundred thousand dollars was made by the State to the Richmond and Danville Railroad Company, secured by mortgage conveying the net income and property of said company, executed by the President thereof to the Board of Public Works, and bearing date the 19th day of March, 1853, of which said loan a considerable part has been heretofore paid; and whereas the said company has at different times, before and subsequent to the said mortgage, created other incumbrances on its property, some of which remain in part unsatisfied, and it being deemed desirable, as well for the interests of the State as a stockholder therein as to aid the said company in the prompt discharge of its obligations, that the liabilities of the company, other than to the State, should as far as practicable be consolidated under one lien, the property of said company being known to be an ample security for both private and State debt:

1. *Be it therefore enacted*, That it shall be lawful for the President and Directors of said company to issue the bonds of said company in such a form and at such rate of interest as they may deem expedient, to an amount not exceeding the sum of two millions of dollars, and to secure the payment of the principal and interest of the same by deed of trust or mortgage on all the net tolls and receipts of the company, and all its property, real and personal, for the purpose of meeting the cur-

rent demands against the said company, and of consolidating its entire liabilities by funding its floating debt, and extinguishing, by exchange or purchase, its outstanding bonds now held under previous incumbrances.

2. *Be it further enacted*, That the mortgage or deed of trust above authorized to be made shall take precedence of, and have priority over the mortgage to the State of Virginia referred to in the preamble to this act; the State hereby waiving her right to enforce satisfaction of the balance of her claim under said last mentioned mortgage, until the amount of all bonds issued under this act shall have been fully paid; and the State hereby consents that such payment may be enforced by a sale of the trust subject according to the terms of the deed or mortgage authorized by this act, should such sale at any time become necessary.

3. This act shall be in force from its passage.

#### PRINCIPAL OFFICIALS OF COMPANY.

President.—A. S. BUFORD.

State Directors.—  
 { Thomas Alfred Jones.  
 { William L. Owen.  
 { William T. Sutherland.

Stockholding Directors.—  
 { A. T. Stokes.  
 { J. M. Edmunds.

Superintendent.—THOMAS DODAMEAD.

Secretary and Auditor.—JOHN D. BLAIR.

Treasurer.—E. A. BARBER.

LEGAL DOMICILE of company, Richmond, Va.

#### Lanesboro and Nineveh Railroad.

The new railroad from Lanesboro and Nineveh, to form a direct line between the Albany and Susquehanna Railroad and the coal fields of the Delaware and Hudson Canal Company, is nearly completed, and already a quantity of the rolling stock to be used upon it has been shipped to Nineveh from Albany. It is reported that the first locomotive will pass over the whole length of the road to-day. The ties on the Albany and Susquehanna Railroad, between Albany and Nineveh, have been prepared for laying the third rail for the narrow gauge line between Montreal and Philadelphia, and before many weeks the line will be completed by laying the rails, which are distributed along the Albany and Susquehanna Railroad, and opening the road between Lanesboro and Scranton. The broad gauge through line to the West, by connecting at this city with the Erie Railway, will be maintained. By its broad gauge and narrow gauge tracks, the Albany and Susquehanna Railroad will be a through line between the East and West and North and South.—*Binghamton Republican*, Aug. 2.

The Commissioners of the Intercolonial Railway have purchased from the contractors for the Eastern Extension Railroad 2 locomotive engines for \$17,000, and 25 platform cars, at a total cost of \$10,000, as well as two first-class passenger cars and one second class car, at a total cost of \$8,150, for use on that part of Eastern Extension Railroad, open between Paines Junction and Amherst.

The right of way of the New England railway has been taken up from Greenwood furnace to Fort Clinton; and legal process has been begun for acquiring title to the land at the Hudson river for the approach to the Highland Bridge, on the west side, which cannot be had by purchase. On the east side there has been no difficulty in obtaining the right of way from the owners.

The fourth great span of the Connecticut River Bridge at Middletown is completed and will be swung off the falseworks in a few days. The deflection of span No. 3 was but one-eighth of an inch, when the shams were taken out.

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Central Pacific (in gold):</b>													
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,463	86,887	81,396	96,481	106,835	104,729	259,590	251,832	262,770	291,422	286,562	342,743	2,300,787
1869.....	212,604	218,982	291,308	455,048	568,270	556,080	532,657	511,854	609,788	679,642	535,366	467,659	5,670,882
1870.....	415,104	394,176	488,338	653,753	708,714	729,274	783,099	807,815	777,183	825,447	746,800	612,806	7,983,513
1871.....	636,498	481,085	580,340	756,250	917,700	807,287	807,288	.....	.....	.....	.....	.....	.....
<b>Chicago and Alton:</b>													
1863.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,873,706
1864.....	100,991	154,418	195,303	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865.....	280,508	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,253	367,956	307,919	236,824	3,840,092
1866.....	226,158	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,685,163
1867.....	243,787	157,832	235,901	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.....	343,182	315,099	358,727	328,390	345,853	402,854	551,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1870.....	321,109	316,037	342,897	348,039	408,656	408,659	418,709	506,681	497,519	475,608	441,197	404,284	4,949,405
1871.....	343,550	340,301	384,372	393,654	466,780	466,582	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Northwestern:</b>													
1863.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	390,265	421,393	466,850	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1865.....	541,005	482,164	499,296	463,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866.....	623,566	399,917	623,845	567,519	858,948	925,983	805,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.....	696,147	674,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,067	1,211,530	879,900	11,632,739
1868.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,070,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869.....	892,083	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,855,467
1870.....	706,025	763,782	858,369	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,269,282	1,306,338	1,037,904	.....	.....
1871.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Cleveland, Col., Cin. and Indianapolis:</b>													
1868.....	242,205	236,160	242,509	226,435	193,959	203,096	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869.....	204,112	180,840	239,522	247,061	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,096,965
1870.....	203,069	226,897	244,182	246,045	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,166	3,373,719
1871.....	270,204	266,853	315,149	295,490	281,491	.....	.....	.....	.....	.....	.....	.....	.....
<b>Illinois Central:</b>													
1862.....	190,130	236,637	181,084	191,643	206,240	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,676	496,433	437,079	424,531	4,571,028
1864.....	327,900	416,588	459,762	423,797	496,373	510,100	425,578	640,179	799,236	661,391	667,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	516,608	490,573	617,682	575,408	747,469	759,736	641,689	643,887	518,088	7,181,208
1866.....	603,053	505,266	505,465	411,805	569,250	667,679	480,626	678,253	671,348	601,671	558,219	504,066	6,546,741
1867.....	647,120	524,871	417,071	404,271	477,027	516,493	525,242	709,327	738,630	823,901	727,810	613,329	7,100,992
1868.....	587,443	636,165	444,443	518,800	572,551	626,249	649,714	794,825	889,967	951,530	685,401	681,041	7,817,629
1869.....	659,138	624,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	1,140,406	814,413	696,677	8,823,482
1870.....	623,383	661,789	601,226	565,087	684,539	712,647	627,216	899,062	901,235	903,225	811,708	697,751	8,678,958
1871.....	639,641	565,416	606,845	585,661	695,446	739,989	714,854	.....	.....	.....	.....	.....	.....
<b>Marquette and Cincinnati:</b>													
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,982	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	96,535	106,594	114,716	121,217	142,823	132,387	123,383	127,713	1,278,713
1868.....	92,433	81,699	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869.....	98,517	91,666	103,558	109,526	111,033	118,648	114,490	129,388	140,473	132,869	131,019	109,629	1,390,822
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,698	153,581	144,023	141,376	1,418,869
1871.....	130,883	126,224	140,740	113,173	119,650	115,115	118,572	.....	.....	.....	.....	.....	.....
<b>Michigan Central:</b>													
1862.....	230,159	159,658	151,902	175,696	186,039	174,009	172,189	216,624	295,956	322,389	307,474	258,634	2,650,702
1863.....	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	359,794	30,186	3,163,066
1864.....	282,435	278,848	348,802	338,276	271,553	265,780	283,244	346,781	408,445	410,802	405,510	370,470	3,970,940
1865.....	306,324	279,137	344,228	337,241	401,456	365,063	329,105	413,501	476,681	490,694	447,070	328,570	5,020,550
1866.....	282,439	265,796	337,158	343,737	365,196	335,083	324,965	359,646	429,161	493,640	414,604	308,609	4,200,115
1867.....	304,095	283,661	375,210	362,783	333,952	344,973	313,021	398,993	464,778	560,296	412,934	330,373	4,371,013
1868.....	343,316	304,315	326,880	415,758	369,236	325,501	321,015	392,942	456,973	511,820	410,826	399,671	4,509,261
1869.....	384,120	320,636	386,527	411,814	403,468	366,623	329,659	473,546	490,772	448,419	374,842	4,444,174	4,444,174
1870.....	337,992	329,128	384,451	412,630	409,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	441,685	470,703	480,47	.....	.....	.....	.....	.....	.....	.....	.....
<b>Milwaukee and St. Paul:</b>													
1867.....	319,763	240,755	261,143	316,296	401,900	269,256	365,412	350,505	751,738	1,101,771	775,610	438,323	5,680,608
1868.....	369,228	321,203	333,508	436,412	565,718	455,191	423,398	622,682	1,024,045	1,067,464	556,917	498,860	5,017,046
1869.....	454,590	330,400	420,951	460,288	630,844	678,123	586,531	625,547	724,752	1,040,102	801,195	491,061	7,250,069
1870.....	396,171	382,823	377,571	443,132	700,700	755,737	630,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,700	327,431	400,150	483,884	662,567	658,018	481,113	.....	.....	.....	.....	.....	.....
<b>North Missouri:</b>													
1869.....	119,721	94,927	136,293	149,184	139,000	150,416	160,149	155,580	231,062	235,513	248,838	203,595	2,024,860
1870.....	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	206,836	255,720	2,835,399
1871.....	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Ohio and Mississippi:</b>													
1864.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,066	346,243	275,950	3,311,077
1865.....	269,223	239,139	313,914	271,527	304,463	349,285	344,700	360,348	572,618	412,553	284,319	3,793,095	.....
1866.....	267,541	246,109	320,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,428	281,613	3,380,583
1867.....	242,793	218,065	279,647	284,729	282,939	240,135	254,633	322,521	365,371	379,367	336,066	272,653	3,459,319
1868.....	211,973	231,351	265,905	255,149	204,620	217,082	194,465	287,557	307,122	283,329	276,687	235,861	2,964,041
1869.....	180,366	161,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	324,044	298,027	254,871	2,916,543
1870.....	196,787	218,234	253,065	270,934	246,266	219,987	211,219	300,971	318,957	356,187	316,054	250,491	3,188,137
1871.....	245,982	258,554	384,599	243,650	222,20								



## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.	
						* Indicates that no interest is paid.						
<b>National Securities Aug. 1, 1871.</b>												
Loan of June 14, 1858.....registered	\$6,045,000	5	Jan. & July.	1874	105 1/2	Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890		
.. .. coupon	18,955,000	5	"	1874	110	.. — Defense Loan Bonds.....	3,651,398	5	"	1883	104 1/2	
Loan of February 8, 1861.....registered	13,707,000	5	Jan. & July.	1880	116 1/2	.. — Southern Relief Bonds.....	100,000	6	"	1873		
.. .. coupon	4,705,000	6	"	1880	116 1/2	Massachusetts—State Scrip.....	324,000	5	Jan. & July.	74-75		
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	110	.. — .. .. .	275,000	5	April & Oct.	75-74		
Loan of July 1, and Aug. 3, 1861.....registered	124,547,900	6	Jan. & July.	1881	116 1/2	.. — .. .. .	320,000	5	May & Nov.	72-70	97 1/2	
.. .. coupon	64,773,200	6	"	1881	114 1/2	.. — Union Fund Loan of 1861.....	133,000	6	June & Dec.	72-77		
Loan of Feb. 25, 1862 (5-20s).....registered	81,418,800	6	May & Nov.	1882	114 1/2	.. — .. .. of 1863.....	3,000,000	6	Jan. & July.	71-76		
.. .. coupon	389,691,700	6	"	1882	114 1/2	.. — Coast Defense Loan.....	600,000	5	"	77-78		
Loan of March 3, 1863.....registered	53,294,950	6	Jan. & July.	1881	116 1/2	.. — Bounty Loan of 1863.....	888,000	5	"	1883		
.. .. coupon	21,705,050	6	"	1881	116 1/2	.. — .. .. of 1864.....	200,000	5	"	1883		
Loan of March 3, 1864 (5-20s).....registered	2,519,600	6	May & Nov.	1884	113 1/2	.. — War Loan (cur. 5-20 yr.).....	4,379,500	5	May & Nov.	1894 98		
.. .. coupon	42,283,000	6	May & Nov.	1884	113 1/2	.. — Western R. R. Loan, (stg.).....	4,000,744	5	"	1894		
Loan of June 30, 1864 (5-20s).....coupon	43,133,350	6	"	1884	114	.. — T. & G. R. R. & Hoosac T. stg.	3,505,580	5	Mar. & Sept.	1886 101		
.. .. coupon	45,544,450	6	May & Nov.	1885	113 1/2	.. — .. .. .	761,816	5	April & Oct.	1871		
Loan of March 3, 1865 (5-20s).....registered	121,095,850	6	Jan. & July.	1885	113 1/2	.. — Southern Vermont R. R.....	968,500	5	"	88-90 97 1/2		
.. .. coupon	65,419,250	6	"	1885	112 1/2	.. — Eastern R. R.....	200,000	5	"	1890		
.. .. 2d series (5-20s).....registered	89,921,200	6	Jan. & July.	1887	113 1/2	.. — Norwich & Worcester.....	400,000	5	Jan. & July.	1871		
.. .. coupon	237,834,650	6	"	1887	113 1/2	.. — Bos., Hartf. & Erie (stg.).....	3,599,024	5	"	1877		
.. .. 3d series (5-20s).....registered	11,914,000	6	Jan. & July.	1888	113 1/2	Michigan—Renewal Loan Bonds.....	160,000	6	"	1878		
.. .. coupon	27,498,500	6	"	1888	113 1/2	.. — Two Million Loan Bonds.....	1,621,000	6	"	73-82 100		
Loan of March 3, 1864, (10-40s).....registered	137,589,150	5	Mar. & Sept.	1904	112 1/2	.. — War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890		
.. .. coupon	56,680,150	5	"	1904	113 1/2	.. — Sault St. Marie Canal Bonds.....	86,000	6	Jan. & July.	1879		
Consols of July 14, '70 & Jan. 20, '71, registered	53,400,000	5	F. M. A. & N.	1881	115	Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	77-75		
.. .. coupon	7,340,000	4 1/2	F. M. A. & N.	1886	113 1/2	.. — Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872		
Consols .. .. .. registered		4 1/2	"	1886	113 1/2	.. — Railroad Loans Bonds.....	2,275,000	7	"	1883		
Consols .. .. .. coupon		4	F. M. A. & N.	1901	115	Mississippi—State Bonds (for banks).....	2,000,000	6	"	41-71		
Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.)	30,300,000	3	"	1901	115	Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883		
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	Dem.	1875		.. — Interest Bonds of 1868.....	2,727,000	6	"	1888		
Certificates of Indebtedness 1870.....(cur.)	678,000	3	Irred.	1875		.. — Railroad Loans.....	13,112,000	6	"	74-90 95 1/2		
Pacific R. R. Bonds.....(currency)	64,618,832	4	Jan. & July.	'96-'99	115	.. — South Pacific, guar.....	1,589,000	7	"	1876 79		
U. S. Notes and Fractional Currency.....	395,177,113	nd.				.. — Hannibal and St. Joseph.....	3,000,000	6	"	73-87 94 1/2		
<b>State Securities, latest dates.</b>												
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	70	Nebraska—(No Debt).....						
.. .. (extended).....	2,414,800	5	"	'83-'86		Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872		
.. .. (sterling).....	688,000	6	June 1.	1870		.. — .. .. of Sept. 1, 1864.....	899,200	6	"	71-76 101 1/2		
.. .. ( " extended).....	82,500	6	Jan. & July.	1886		New Hampshire—War Loan of July 1, 1861.....	600,000	6	Mar. & Sept.	84-86 100		
.. .. ( " " ).....	712,800	5	"	1886		.. — .. .. of Oct. 1, 1865.....	1,000,000	6	April & Oct.	71-74 100		
.. .. (new).....	1,316,700	5	"	'86-'88	100	New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	71-84		
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	54	.. — .. .. of 1863 (free).....	1,002,900	6	"	86-96 104		
.. .. (Aid R. R.).....	3,000,000	7	April & Oct.	1900	111	.. — .. .. of 1864.....	593,400	6	"	97-02		
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111	New York—Bounty Fund Stocks.....	1,478,000	7	"	1877 108 1/2		
.. .. 1860.....	135,500	7	"	1880	111	.. — Bonds.....	21,089,000	7	"	1877 108 1/2		
.. — Relief Fund Bonds of 1863.....	424,500	7	"	1883	111	.. — General Fund Stocks.....	1,910,082	6	J. A. J. & O. plans	1878		
.. — Bounty Fund Bonds of 1864.....	805,000	7	"	1884	111	.. — .. .. .	800,000	6	"	1878		
.. — Central Pacific R. R. Loan of 1865.....	1,500,000	7	"	1885	111	.. — Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872		
Connecticut—War Bonds, of 1861, (10-20s).....	5,927,000	6	Jan. & July.	'81-'82	106 1/2	.. — .. .. .	5,150,100	6	"	1873 107 1/2		
.. .. of 1863, (20s).....		6	"	1883	106 1/2	.. — .. .. .	2,099,000	6	"	1874 107		
.. .. of 1864, (10-20s).....		6	April & Oct.	1884	106 1/2	.. — .. .. .	473,000	6	"	1875		
.. .. of 1865, (20s) free.....		6	"	1885	106 1/2	.. — .. .. .	880,000	5	"	1877		
.. .. (various) registered	867,500	6	Various	Var.	106 1/2	North Carolina—State Bonds for R. R. (old).....	1,106,420	5	Jan. & July.	71-91 45		
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898		.. — State Bonds for R. R. (new).....	3,639,400	6	April & Oct.	71-91 27		
.. .. 1869.....	200,000	6	"	1889		.. — Funding & c. Bonds of '66-'68.....	2,626,000	6	Jan. & July.	92-98 27		
.. — Railroad Loans \$16,000 per mile.....	1,023,000	6	Various	71-74 84	92	.. — .. .. (new).....	1,739,000	6	April & Oct.	92-98 27		
Georgia—W. & Atl. R. R. 1841 to 1844.....	273,000	6	Various	72-74 84	92	.. — Special Tax Bonds.....	2,800,400	6	Jan. & July.	1899 34		
.. .. 1842 to 1848.....	800,000	7	Feb. & Aug.	78-86 84 1/2	98 1/2	.. — .. .. .	1,821,400	6	April & Oct.	1899 18 1/2		
.. — Atl. and Gulf R. R. 1858 to 1860.....	3,700,000	7	Jan. & July.	1886	98 1/2	Ohio—State Loan (New York).....	1,284,517	6	Jan. & July.	1870		
.. — Bonds (Act March 12, 1865).....	980,693	6	"	1877	100	.. — " " ".....	1,600,000	6	"	1875		
Illinois—Interest Bonds of 1847.....	134,311	6	"	1877	100	.. — " " ".....	4,095,399	6	"	1881 104 1/2		
.. — Stock of 1857.....	348,000	6	"	Var.	100	.. — " " ".....	2,400,000	6	"	1886 106		
.. — Refunded Stock Bonds.....	45,000	6	"	1879	100	.. — Union Loan (Columbus).....	366,975	6	May & Nov.	1871		
.. — Normal University Bonds.....	103,000	6	Mar. & Sept.	1879	100	.. — Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	74-84		
.. — Thornton Loan Bonds.....	416,800	5	Jan. & July.	1879	100	.. — Pennsylvania—Redemption Loan of 1867.....	92,550	5	Feb. & Aug.	1872		
Indiana—State Bonds.....	204,000	6	"	1866	100	.. — .. .. .	4,731,300	6	"	1872 102 1/2		
.. — War Loan Bonds.....	300,000	6	May & Nov.	1888	100	.. — .. .. .	90,400	5	"	1877		
Iowa—War and Defense Bonds of 1861.....	100,675	7	Jan. & July.	1881	100	.. — .. .. .	7,890,550	6	"	1877 105 1/2		
Kansas—State Bonds.....	1,059,500	7	"	'83-'84	100	.. — .. .. .	726,950	5	"	1882		
.. .. military.....	176,000	6	"	1889	100	.. — Inclined Plane Loan.....	9,237,050	6	"	1882 105		
Kentucky—State Bonds of 1841-42.....	913,000	6	April & Oct.	71-72 99 1/2	100	.. — Military Loan.....	400,000	6	April & Oct.	1879 107		
.. .. of 1843.....	160,000	5	"	1873	99 1/2	.. — State Stocks (old).....	2,769,250	6	Feb. & Aug.	1871 100 1/2		
.. .. military.....	309,300	6	Various	1895	99 1/2	.. — .. .. (old).....	384,000	5	Jan. & July.	1882		
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	99 1/2	.. — .. .. (old).....	3,377,000	5	Feb. & Aug.	77-78 104		
.. — State Bonds, general.....	750,000	6	Jan. & July.	1893	71	Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882 101 1/2		
.. — Railroad Bonds.....	561,000	5	Various	70-79 71	101 1/2	.. — .. .. of 1863.....	736,000	6	Jan. & July.	1883 101 1/2		
.. — Levee Bonds 1865.....	2,052,000	6	Various	'93-'06 69	101 1/2	.. — .. .. of 1863.....	239,000	6	April & Oct.	1883		
.. .. 1867.....	1,000,000	8	Various	1886	101 1/2	.. — .. .. of 1864.....	841,000	6	Feb. & Aug.	1894		
.. .. 1870.....	4,000,000	6	May & Nov.	1867	70	South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870		
.. — Funded coupons 1866.....	997,300	8	Mar. & Sept.	1875 85	101 1/2	.. — bonds (stg.).....	484,445	5	"	1868		
.. — Funded Floating Debt.....	3,000,000	6	Jan. & July.	'86-'88	101 1/2	.. — Blue Ridge R. R. bonds of '54.....	970,000	6	"	74-78		
.. — Ship Canal Bonds of 1869.....	474,000	7 1/2	May & Nov.	1910 62	101 1/2	.. — State Capital Bonds.....	1,997,738	6	"	71-90 76		
.. — Penitentiary Bonds of 1869.....	500,000	7	"	1909	101 1/2	.. — Funded Debt of 1866 & coup.....	1,431,700	6	"	87-97		
.. — N. La. & Tex. R. R. Bonds of 1869.....	546,000	8	April & Oct.	1909	101 1/2	.. — Conversion Bonds of 1869.....	1,265,500	6	J. A. J. &amp			

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.*100	\$3,355,000	J. & J.	July '71 31	Hartford and New Haven.100	4,796,925	J.A.J.&O	July '71 31	Portl., Saco & Portsmouth.100	\$1,500,000	J. & D.	June '71 5
American Central.100	800,000	J. & J.	July '69 8	Hannibal and St. Joseph.100	4,151,700	Aug '70 31	Aug '70 31	Portl., Gt. Falls & Conway.100	170,000	J. & J.	July '71 4
Atlanta and West Point.100	1,232,200	J. & J.	July '70 4	Do. pref.100	5,078,224	Aug '70 31	Aug '70 31	Providence & Worcester.100	2,000,000	J. & J.	July '71 5
Atlantic & N. Carolina.50	5,545,225			Hanover Branch, Pa.50	116,850	M. & N.	May '71 5	Raleigh and Gaston.100	82,000		July '71 6
Atlantic & Gt. Western.50	25,879,923			Hopkinton.100	820,000			Rensselaer and Saratoga.100	6,000,000	A. & O.	Oct '70 31
Do. pref.50	1,919,000			Huntingdon & B'd Top.50	1,150,000	J. & J.	July '71 4	Richmond and Danville.100	4,000,000		
Atlantic & St. Lawrence.100	2,494,900	M. & S.	Mar '71 2	Do. pref.50	610,950	J. & J.	Jan '68 31	Richmond and Petersburg g.100	847,100		
Augusta and Savannah.100	733,700	A. & O.	Jan '70 31	Illinois Central.100	23,280,240	J. & J.	Jan '68 31	Rich, Fred. and Potomac.100	1,041,800		
Baltimore and Ohio.100	13,151,982	A. & O.	Apr '71 5	Indianapolis, Cin. & Lafayette.50	6,185,897	M. & S.	Sep '67 4	Rockport.100	88,400		Nov '67 2
Do. Washington Br.100	2,660,000	J. & J.	July '71 4	Jefferson, Mad. & Ind.100	2,000,000	J. & J.	Jan '63 5	Rome, Watert. and Ogden.100	2,998,900	J. & J.	July '71 4
Baltimore City Passenger.100	670,000	A. & O.	Apr '68 3	Joliet and Chicago.100	1,500,000	J.A.J.&O	July '71 11	Rutland preferred.100	1,831,400	F. & A.	Aug '71 31
Bay de Noquet & Marq.100	1,250,000	A. & O.	Apr '68 3	Joliet & North. Indiana.100	300,000	J. & J.	July '71 4	St. L., Alt. and T. Haute.100	2,300,000		
Beidville Delaware.100	995,800	J.A.J.&O	July '71 11	Lake Shore & Mich. So.100	35,000,000	F. & A.	Aug '71 4	St. L., Jack'nv. and Ohio.100	2,478,750	Annual.	June '70 7
Berkshire.100	600,000	J. & D.	Jun '71 21	Do. guar.100	633,500	F. & A.	Aug '71 4	Sandusky and Cincinnati.100	2,089,000		
Blossburg & Corning.50	250,000	M. & N.	May '71 5	Lackawanna & Bloomb'g.50	1,325,000			Do. pref.100	445,596	M. & N.	May '71 3
Boston and Albany.100	19,150,800	A. & O.	Apr '71 4	Leeds and Farmington.50	1,180,000	J. & J.	July '71 3	Sand, Mansf. and Newark.100	905,222		
Boston and Chelsea.100	110,000	M. & N.	May '71 3	Lehigh and Mahanoy.50	2,183,666	J. & J.	Jan. 67 6	Savannah and Charleston.100	1,000,000		
Boston, Concord & Mont.100	469,600	M. & N.	May '71 3	Lehigh and Susquehanna.50	8,739,800	M. & N.	May '67 5	Schuykill and Susqueh'na.50	1,289,150		
Do. pref.100	1,340,400	J. & J.	July '71 4	Lehigh Valley.50	17,716,400	J.A.J.&O	July '71 21	Second and Third St.(Ph.)50	203,757	J. & J.	July '71 5
Boston and Lowell.500	2,215,000	J. & J.	July '71 4	Lehigh Luzerne.50	344,650	J. & J.	Jan '69 4	Schuykill Valley.50	576,050	M. & N.	Nov '70 4
Boston and Providence.100	4,471,275	J. & J.	July '71 4	Little Miami.50	3,572,400	M.J.S.D.	June '71 2	Seaboard and Roanoke.100	868,200		
Broadway (South Boston)50	400,000	J.A.J.&O	July '71 21	Little Schuylkill.50	2,616,100	J. & J.	July '71 31	Second Avenue (N. Y.).100	670,000		
Broadway & 7th Av.(N. Y.)100	2,100,000	J. & D.	June '70 3	Lomb. and South St.(Ph.)25	90,000			17th & 19th streets (Ph.).50	130,000		Dec '70 2
Brooklyn City & New'n.100	399,800	F.M.A.N	May '71 3	Long Island.100	8,000,000	F.M.A.N	Aug '66 2	Shamokin V. and Pottav.50	899,450	F. & A.	Feb '71 3
Brooklyn City & New'n.100	1,100,000	J. & J.	July '70 31	Louisv., Cin. and Lex.50	1,623,482	J. & J.	Jul '69 3	Shore Line.100	626,200	J. & J.	May '70 7
Buffalo, Bradford & Pitts.100	960,000	M. & N.	May '71 31	Louisville and Nashville.100	8,680,912	F. & A.	Dec '70 3	Sixth Avenue (N. Y.).100	750,000	M. & N.	May '71 3
Buff, New York & Erie.100	5,000,000	F. & A.	Aug '70 4	Louisv., N. Alb. & Chicago.100	2,800,000			Somerville.100	75,000		
Buffalo and Erie.100	1,237,000	March.	Mar '71 10	Lowell and Lawrence.100	200,000	A. & O.	Apr '71 3	South Carolina.100	6,819,275		
Burlington and Mo. Riv.100	333,000	March.	Mar '71 10	Lowell Horse.100	55,830	J. & J.	Jan. '70 3	South Shore.100	259,655		
Cambridge Horse (Boston)100	747,800	A. & O.	Apr '71 4	Macon and Western.100	2,500,000	J. & J.	July '71 5	South Western, Georgia.*100	3,939,900	F. & A.	Feb '71 4
Camden and Amboy.100	5,847,800	F. & A.	Aug '71 3	Mahanoy & B'd Mount'n*50	1,876,915			Staten Island.100	860,000	J. & J.	May '70 3
Camden and Atlantic.50	377,100			Maine Central.100	3,409,500	M. & N.	May '71 5	Stony Brook.100	287,300	M. & N.	May '70 3
Do. pref.50	753,690			Manchester & Lawrence.100	1,000,000			Stockbridge & Pittsfield.100	448,700	F. & A.	Aug '71 3
Camden & Burlington Co.100	331,000			Marletta & Cincinnati.50	2,029,778			Summit Branch.100	250,000		
Cape Cod.50	915,577	J. & J.	July '71 31	Massawippi.100	5,130,719	M. & S.	Sep '66 3	Syr., Bingham. and N. Y.100	1,314,120	J. & D.	July '71 4
Cape May and Millville.50	447,000	J. & D.	June '71 3	Memphis and Charleston.100	4,460,368	M. & S.	Sep '66 3	Taunton Branch.100	400,000		
Catawissa.50	1,159,500	M. & N.	May '71 31	Memphis and Ohio.100	5,312,725	F. & A.	Dec '70 2	Tennessee and Alabama.100	595,922	J. & J.	July '71 6
Catawissa, pref.50	2,200,000	J. & J.	July '71 31	Metropolitan (Boston).100	670,000			Terre Haute and Indiana.50	1,985,150		
Cayuga & Susquehanna.*50	589,110	M. & N.	May '71 31	Michigan Central.100	13,225,848	J. & J.	July '71 5	Third Avenue (N. Y.).100	1,750,000	J. & J.	May '70 7
Cedar Rapids & Mo. pref.100	765,000	M. & N.	May '71 31	Middleboro' and Taunton.100	149,029	J. & D.	Dec '70 2	Thirteenth and Fif. (Ph.)50	60	J. & J.	July '71 2
Central of Georgia.100	4,668,300	J. & J.	July '70 5	Middlesex (Boston).100	400,000	A. & O.	Apr. '71 3	Tol., Peoria and Warsaw.100	2,700,000		
Central of New Jersey.100	15,000,000	J. & J.	July '71 4	Mill Creek and Mineh'l.50	323,376	J. & J.	July '71 5	Tol. (E. D.) pref.100	1,700,000	January,	1870, 11 4
Central Ohio.100	2,425,000	J. & D.	June '71 3	Millville and Glasboro'.100	405,030	F. & A.	Apr. '71 5	Tol. (W. D.) pref.100	1,300,000		
Do. pref.100	400,000	J. & D.	Jun '71 21	Millw. & St. Paul.100	11,422,664			Tol., Wabash and West.100	14,700,000	M. & N.	May '70 31
Con. Park, N. & K. River.100	970,000	J.A.J.&O	Jan. '70 3	Mobile and Ohio.100	10,424,903			Troy and Boston.100	607,111		
Chomung.100	380,000	J. & J.	July '71 2	M. Hill & Schuylk. Haven.50	3,856,450	J. & J.	July '71 31	Troy and Greenbush.100	274,400	J. & D.	Jun '71 31
Cheshire, preferred.100	2,085,925	M. & S.	Sept. '71 5	Montgomery & W. Point.100	1,444,100	J. & D.	Dec '67 4	Union Transport'n (Bos.).100	200,000	M. & N.	Nov '70 4
Chicago and Alton.100	8,925,500	M. & S.	Sept. '71 5	Morris and Ke.50	11,900,950	J. & J.	July '71 4	Union (Phila.).100	291,475	J. & J.	July '71 1
Chicago, Burl. & Quincy.50	16,680,210	M. & S.	Mar. '71 5	Mt. Carbon & P. Carbon.50	282,300	M. & N.	May '71 5	Utica and Black River.100	1,686,000	J. & J.	July '70 3
Chicago, Iowa & Nebraska.100	1,000,000	J. & J.	July '71 5	Nashua and Lowell.100	720,000			Vermont and Canada.100	2,500,000	J. & D.	June '71 4
Chicago and Milwaukee.100	2,247,000	J. & D.	June '71 5	Nashville & Chattanooga.100	2,056,544	F. & A.	Dec '70 5	Vermont Central.100	5,000,000		
Chicago & N. Western.100	14,676,629	J. & D.	June '71 5	Naugatuck.100	1,815,000	F. & A.	Dec '70 5	Vermont and Massachusetts.100	2,560,000	J. & J.	July '71 2
Do. pref.100	20,370,293	A. & O.	Apr. '71 4	New Bedford & Taunton.100	500,000	A. & O.	Apr. '71 4	Vicksburg and Meridian.100	367,409		
Chicago, R. I. & Pacific.100	17,000,000	A. & O.	Apr. '71 4	New Haven & N. London.100	738,588			Virginia Central.100	3,353,679		
Cin. Ham. & Dayton.100	3,600,000	J. & J.	Jan. '68 31	N. Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3	Virginia and Tennessee.100	5,506,300		
Cincinnati City Passenger.100	500,000	J. & J.	Jan. '68 31	New Jersey.100	7,297,200	F. & A.	Aug. '71 3	Western Union.100	1,207,693		
Do. Street.100	423,646	M. & N.	May '71 3	New London Northern.100	1,003,500			West Jersey.100	2,209,000	F. & A.	Dec. '70 5
Cin. Sand. & Clev. pref.50	192,750	F. & A.	Aug. '71 3	N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apr. '71 4	West Philadelphia.100	249,100	J. & J.	July '71 5
Citizens' Passenger (Phila.)50	11,620,000	M. & N.	May '71 31	Do. Certificate.100	44,428,330	A. & O.	Apr. '71 4	Wilm. and Weldon.100	1,463,776		
Clev. Col., Cin. & Ind.100	2,056,750	F.M.A.N	Aug. '71 21	New York and Harlem.100	8,500,000	J. & J.	July '71 4	Winchester and Potomac.100	1,547,650	J. & J.	Jan. '71 3
Cleveland & Mahoning.50	7,494,588	F. & A.	Aug. '71 4	Do. pref.50	1,500,000	J. & J.	July '71 4	Warren.100	1,400,555	J. & J.	July '71 31
Cleveland and Pittsburg.50	5,000,000	M.J.S.D.	June '71 2	New York & New Haven.100	9,000,000	J. & J.	July '71 4	Worcester and Nashua.75	1,400,555		
Cleveland and Toledo.50	1,786,800	M. & N.	May '71 3	N. Y., Provid. & Boston.100	2,000,000	J. & J.	July '71 4	CANALS.			
Columbus and Xenia.50	1,600,000	J. & J.	July '71 31	Ning. Bridge & Cananda.100	1,000,000	J. & J.	July '71 3	Chesapeake and Delaware.50	1,982,593	J. & D.	June '71 3
Concord.100	850,000	F. & A.	Aug. '71 3	Norfolk & Petersburg guar.100	137,500	A. & J.	July '70 3	Chesapeake and Ohio.25	8,228,595		
Concord & Ports., guar.100	2,084,200	F. & A.	Aug. '71 3	North Carolina.100	4,000,000	M. & N.	May '71 3	Delaware Division.100	1,633,350	F. & A.	Aug. '71 4
Connetquot River.100	1,700,000	J. & J.	July '71 5	North Eastern (S. C.) pref.100	155,000			Delaware and Hudson.100	15,000,000	F. & A.	Aug. '71 3
Connecticut Valley.50	1,316,900	A. & O.	Oct. '70 4	North Penn.100	3,068,400	J. & D.	Jan. '71 4	Delaware and Raritan.100	5,847,677		
Danbury and New'n.50	400,000	quarterly	Dec. '70 3	Norwich & Worcester.100	2,364,400	J. & J.	Aug. '71 5	Erie of Pennsylvania.100	60		
Dayton and Michigan.100	2,400,000	J. & J.	Jan. '71 3	Ogdensb. & L. Champ'n.100	3,051,800	J. & J.	July '71 31	Lehigh Coal and Navigat.50	87,399,800	M. & N.	May '67 3
Delaware.50	1,107,291	J. & J.	Dec. '70 6	Ohio and Mississippi.100	19,995,847	A. & O.	Apr. '71 4	Monongahela Navigation.50	728,100	J. & J.	July '70 3
Del., Lackaw. & Western.50	16,277,500	J. & J.	Dec. '70 6	Oil Creek & Allegheny R.50	4,259,450	J.A.J.&O	July '71 21	Morris (consolidated).100	1,025,000	F. & A.	Aug. '71 2
Des Moines Valley.100	1,820,200			Old Colony & Newport.100	4,959,020	J. & J.	July '71 3	Schuyl. Navigation (cons.)50	1,176,000	F. & A.	Aug. '71 5
Detroit & Milwaukee.100	452,350			Orange and Newark.100	289,450			Do. (pref.)50	50	F. & A.	Feb. '67 6
Do. pref.100	2,093,000			Oswego and Syracuse.50	482,400	F. & A.	Feb. '71 4	Susq. and Tide Water.50	2,907,850		
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May '70 21	Pacific of Missouri.100	3,711,196			W. Branch and Susq.50	1,100,000	J. & J.	Jan. '65 5
Dubuque and Sioux City.100	5,000,000	J. & J.	July '71 2	Panama.100	7,000,000	J.A.J.&O	Jan. '71 3	Wyoming Valley.50	800,000	Irregular	Oct. '67 4
Do. do. pref.100	392,550	J. & J.	July '71 3	Paterson and Ramapo.100	248,000	J. & J.	Jan. '71 3	MISCELLANEOUS.			
East Mahanoy.100	4,002,600	J. & J.	July '71 4	Paterson and Hudson Riv.100	630,000	J. & J.	July '71 4	Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept. '69 3
Eastern (Mass.).100	492,600	J. & J.	July '71 4	Pennsylvania.100	33,550,000	M. & N.	May '71 6	West'n Union Telegraph.100	35,000,000	J. & J.	Jan. '70 2
East Pennsylv.100	1,308,200	J. & J.	July '71 4	Peoria & Bureau Valley.100	1,300,000	F. & A.	Feb. '71 4	American Coal.25	1,600,000	M. & S.	Mar. '70 3
East Tenn., Va. and Ga.100	1,969,524	F. & A.	Feb. '71 21	Peoria and Hannibal.100	600,000	J. & J.	Jan. '69 8	Ashburton.100	2,500,000	J. & D.	Dec. '68 4
Eighth Avenue (N. Y.).100	1,000,000	J. & J.	Jan. '71 3	Petersburg.100	1,320,200	J. & J.	Jan. '71 3	Butler Coal.25	600,000	J. & J.	Dec. '70 2
Elmira, Jefferson & Canand.100	800,000	F. & A.	Feb. '66 4	Philadelphia and Erie.50	6,004,200	J. & J.	Jan. '71 4	Central Coal.100	2,000,000	J. & J.	July '65 5
Do. do. pref.50	500,000	M.J.S.D.	Dec. '69 7	Do. pref.50	2,400,000	J. & J.					



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An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack / 1st Mortgage.....	\$630,000	7	Jan. & July.	New York.	1886	....	Buffalo, Corry and Pittsburg: 1st Mortgage (B. C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga: 1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	....
2d Mortgage.....	9,000pm	8	"	"	1889	....	Buffalo, New York and Erie: 1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	98
Alabama and Georgia: 1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	2d Mortgage.....	380,000	7	May & Nov.	"	1872	....
Albany and Susq. (D. & H. Canal): 1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	Burlington, Cedar Rapids & Minn.: 1st Mortgage conv. & skg f.d. gold	20,000pm	7*	May & Nov.	New York.	1919	86 1/2
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1885	95	Burlington and Missouri River: Stock Bonds redeem. in pref. st'k	1,998,380	8	Jan. & July.	Bost. & N. Y.	1875	....
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds.....	1,250,000	8	April & Oct.	"	1879	....
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Stock Bonds conv. into com. st'k	1,245,500	8	Jan. & July.	"	1889	....
Allegheny Valley: 1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	95	Stock Bonds.....	900,000	8	"	"	1894	....
1st Mortgage, Eastern Ex.....	45,000	7	"	"	....	....	1st Mort. (Branch) bonds.....	5,000,020	7	April & Oct.	New York.	1893	97 1/2
Special Bonds to State of Penn. Consolidated Mortgage.....	3,500,000	5	"	"	....	....	1st Mortgage land grant inconv. Burlington & Mo. Riv. in Neb.: 1st Mort. for \$5,000,000, conv.....	3,300,000	8	Jan. & July.	Boston.	1894	96
American Central (C. B. & Q.): 1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific: 1st Mortgage, sinking fund.....	2,250,030	7*	Jan. & July.	New York.	1889	....
Androscooggin: 1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy: Sterling Bonds, \$288,600 @ 4 1/4..	1,393,824	6*	April & Oct.	London.	1880	....
Andros & Kennebec (Maine C.): 1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1875.....	675,000	6	"	New York.	1875	95
Atchison, Topeka and Santa Fe: 1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	85	Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	90
Atlanta and Richmond Air Line: 1st Mortgage tax free, 1870.....gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	90
Atlantic and Great Western: 1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	London & N. Y.	'76-'84	....	Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	95 1/2
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	'81-'83	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894	....
Atlantic and Gulf: 1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	Camden and Atlantic: 1st Mortgage of 1865.....	400,000	7	Jan. & July.	Philadelphia.	1873	....
Atlantic, Mississippi and Ohio: 1st Mortgage on whole line.....	15,000pm	....	"	New York.	1901	....	2d Mortgage of 1864.....	500,000	7	April & Oct.	"	1879	....
Atlantic and North Carolina: 1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	Camden and Burlington County: 1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic and Pacific: Land Mort. (500,000 acres).....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	Carthage & Burlington (C.B. & Q.): 1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	....
2d Mortgage (So. Pacific).....gold	7,250,000	6*	"	"	1888	....	Catawissa: 1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	75
Atlantic and St. Lawrence: Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	Cedar Falls and Minnesota II. C.: 1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	83 1/2
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	1st Mort. (W. to Minn. L. 62 m.)	1,877,000	7	Jan. & July.	"	1907	....
2d Mortgage, sterling.....	885,500	6*	"	London.	1884	....	Cedar Rapids & Mo. Riv. (C. & N.W.): 1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'10	58
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	"	1875	....	Central Branch Union Pacific: 1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1896	....
Bald Eagle Valley (Penn. R.R.): 1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	2d Mortgage Govern't subsidy.....	1,600,000	6	Jan. & July.	"	1895	....
2d Mortgage.....	100,000	7	"	"	1884	....	Central of Georgia: 1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
Baltimore and Ohio: Loan of 1855, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	95 1/2	Central of Iowa: 1st Mort. conv. & tax free.....gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Loan of 1860.....	579,500	6	"	"	1880	96	Central of New Jersey: 1st Mortgage.....	254,000	7	May & Nov.	New York.	1875	....
Loan of 1863.....	1,710,500	6	April & Oct.	"	1885	96	2d Mortgage.....	2,837,000	7	Feb. & Aug.	"	1900	101
Loan of 1870.....	3,872,000	6*	March & Sept.	London.	1895	....	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1900	101
Loan of 1863 (Baltimore) skg f.d.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	Central Ohio (B. & O.): 1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	87 1/2
Baltimore and Potomac: 1st Mort. of '69 for \$3,000,000 g'd	....	6*	Jan. & July.	New York.	1899	....	Central Pacific of California: 1st Mortgage.....	26,010,000	6*	Jan. & July.	New York.	'95-'99	95 1/2
Bangor and Piscataquis: 1st Mortgage (Bangor) loan.....	586,000	6	April & Oct.	Bangor.	1890	....	Subordinate Loan (Int. by State)	1,500,000	7*	"	"	1885	....
Barclay Coal: 1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Convertible bonds.....	1,500,000	7*	"	"	1883	100 1/2
Bay City and East Saginaw: 1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Income bonds.....	10,000,000	....	"	"	"	"
Bay de Noquet and Marquette: 1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	Chloride and Savannah: 1st Mortgage guar. by S. Car.....	508,000	6	May & Nov.	Charleston.	1870	....
Belfast and Moosehead Lake: 1st Mort. guar. by M.C. Co. gold.	150,000	6	May & Nov.	Portland.	1890	....	Charlotte, Columbia & Augusta: 1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
Bellefontaine & Ind. (C.C. & Ind.): 1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	1st Mort. (Col. & Aug. 85 m.) ..	371,500	7	"	"	1890	....
Bellefonte and Snow Shoe: 1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage (consol. 195 m.)...	786,000	7	"	"	1895	....
Beloit and Madison (C. & N.W.): 1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Cheraw and Darlington: 1st Mortgage.....	500,000	7	April & Oct.	Charleston.	1870	....
Belvidere Delaware: 1st Mortgage (guaranteed by )	1,000,000	6	June & Dec.	New York.	1877	....	2d Mortgage.....	75,000	7	Jan. & July.	"	1879	....
2d Mortgage (Camden and )	499,500	6	March & Sept.	Princeton.	1885	....	Cherry Valley, Sharon & Albany: 1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
3d Mortgage (Amboy) ..	745,000	6	Feb. & Aug.	"	1887	85	Chesapeake and Ohio: Consol. sinking fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	....
Blue Ridge, (S. Car.): 1st Mortgage guar. by State, gold	4,000,000	7	Jan. & July.	Charleston.	1898	....	1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	"	1872	....
Boston, Clinton and Fitchburg: 1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....	2d Mort. ( " " " ) ..	186,500	6	"	"	1884	....
Equalization or consol. bonds.....	248,000	6	"	"	'89-'90	....	3d Mort. ( " " " ) ..	901,000	6	"	"	1876	....
2d Mortgage of 1869-'70.....	162,500	7	"	"	....	....	Income.....	300,000	8	"	"	"	"
Boston, Concord and Montreal: 1st Mort. (Conc. to War. 71 m.)	760,000	7	Feb. & Aug.	New York.	1865	....	Cheshire: Plain bonds.....	771,000	6	Jan. & July.	Boston.	'76-'80	95
2d Mort. conv. (1st M. on 22 1/2 m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester Creek: 1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
2d Mort. conv. (1st M. on 22 1/2 m.)	200,000	7	"	New York.	1870	....	Chester & Chicago Br. Junction: 1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
Sinking Fund Mortgage.....	624,000	6	"	Boston.	1889	....	Chester and Tamaras: 1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Boston, Hartford and Erie: 1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	Chester Valley: 1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
1st Mortgage (new) for \$20,000,000	14,000,000	7	Jan. & July.	New York.	1899	....	Chicago and Alton: 1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage (new) guar. by Erie	3,000,000	7	"	"	1899	....	2d Mortgage Income.....	2,400,000	7	Jan. & July.	"	1893	10 1/2
Mass. Loan (secured by 1st m.b.)	3,000,000	7	"	"	1899	....	Chicago, Burlington and Quincy: Trust Mortgage skg fund.....	2,876,000	8	Jan. & July.	New York.	1883	110 1/2
Boston and Lowell: Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	....	Trust Mortgage, skg fund conv..	150,000	8	"	"	1890	....
Scrap certificates.....	380,000	3	January.	"	1879	....	Trust Mortgage.....	400,000	7	April & Oct.	Frankfort.	1890	....
Wharf purchase bonds.....	200,000	6	April & Oct.	"	1879	....	2d Mort. (4 p.c. after Jul. '75) gold	941,000	4 1/2	Jan. & July.	New York.	1878	....
Brunswick and Albany: 1st Mort. endorsed by Ga.....gold	3,630,000	6*	April & Oct.	New York.	1908	....	American Cen. R.R. (67 m) guar.	800,000	8	May & Nov.	"	1879	....
2d Mort. sinking fund.....gold	2,360,000	7*	"	"	1893	....	Carthage & Burl. R.R. (30m) guar.	600,000	8	Jan. & July.	"	1889	97 1/2
Buffalo, Bradford and Pittsburg: 1st Mortgage guar. by Erie.....	580,000	7	Jan. & July.	New York.	1896	....	Dix., Peo. & Han. R.R. (44 1/2 m) guar.	800,000	8	April & Oct.	"	1890	....
Buffalo and Erie (L. Sh. & M. So): Bonds of Buff. and State Line.....	100,000	7	May & Nov.	New York.	1873	....	Illinois Gr. Trunk R.R. (44m) guar.	960,000	8	"	Boston.	1879	....
Bonds of Buff. and State Line.....	200,000	7	Jan. & July.	"	1882	....	Keokuk & St. Paul (42 1/2 m.) guar.	1,000,000	8	Jan. & July.	New York.	1900	....
Bonds of Erie and Northeast.....	300,000	7	March & Sept.	"	1886	....	Ott., Osw. & Fox Rv. VI. R.R. (70m)	1,260,000	8	"	"	1878	....
Consol. bonds of April 1, 1868..	3,000,000	7	April & Oct.	"	1898	....	Peoria & Hannib. R.R. (31 1/2 m) guar.	600,000	8	"	"	1890	....
							Quincy & War. R.R. (40 m) guar.	800,000	8	"	"	"	"
							Chicago and Great Eastern: Construction Bonds.....	400,000	7	April & Oct.	New York.	1885	....
							Income Bonds.....	300,000	7	Jan. & July.	"	1886	....

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv.:	\$1,000,000	7	Jan. & July.	New York.	1887	....	Columbus and Hocking Valley:	\$1,498,000	7	April & Oct.	New York.	1897	....
1st Mortgage.....							1st Mortgage skg fund.....	118,000	7	Jan. & July.	" "	1880	....
Chicago, Danville and Vincennes:	2,500,000	7*	April & Oct.	New York.	1909	87 1/2	2d Mortgage.....						
1st Mortgage S. F. ....gold							Columbus, Springfield and Cin.:						
Chicago, Dubuque & Minnesota:	25,000pm	7	April & Oct.	New York.	1901	....	1st Mortgage for \$1,000,000.....		7		New York.	18—	....
1st Mortgage guaranteed.....							Columbus and Xenia:	302,000	6	March & Sept.	New York.	1890	....
Chicago and Illinois Southern:	3,078,000	8	March & Sept.	New York.	1900	....	1st Mortgage.....						
1st Mortgage, 162 miles.....							Concord and Claremont:	374,900	6		Boston.	Due.	....
Chicago, Iowa and Nebraska:	891,700	7	Jan. & July.	New York.	1880	....	1st and 2d Mortgage.....						
2d (now 1st) Mortgage guar.....	218,000	7	Feb. & Aug.	" "	1892	....	Connecticut and Passumpsic Riv.:	475,000	6	June & Dec.	Boston.	1876	....
3d (now 2d) mortgage.....							1st Mortgage skg fund, 1866.....	481,000	7		" "	1876	....
Chicago & Milwaukee (C. & N.W.):	397,000	7	May & Nov.	New York.	1874	....	Notes payable, coupon tax free.						
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....	Connecticut River:	250,000	6	March & Sept.	Boston.	1878	....
Chicago and Northwestern:							1st Mortgage skg fund.....						
1st Mortgage.....	1,249,500	7	Feb. & Aug.	New York.	1885	100	Connecticut Western:	81,500	7		Hartford.	18—	....
Interest (f'd coup.) b'ds (193m.)	755,000	7	May & Nov.	" "	1883	95	1st Mortgage.....						
1st Mortgage General (193 m.)	3,592,500	7	Feb. & Aug.	" "	1885	97 1/2	Connecting (Philadelphia):	1,000,000	6	March & Sept.	Philadelphia.	1890	88
1st Mortgage, Appleton Ext.....	184,000	7	" "	" "	1885	....	1st Mortgage.....						
1st Mortgage, Green Bay Ext.....	200,000	7	" "	" "	1885	....	Contoocook River:	30,000	6		Boston.	18—	....
Equipment Mortgage.....	101,000	7	April & Oct.	" "	1874	....	Cooperstown and Susq. Valley:	100,000	7	Jan. & July.	New York.	1889	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....	1st Mortgage.....						
2d Mort. (Gal. & Chic. U. R. R.)	987,000	7	May & Nov.	" "	1875	....	Coun. Bluffs & St. Jo. (K.C'y, St.J.)	500,000	7	Jan. & July.	New York.	1880	....
Miss. Riv. Bridge ( " )	200,000	7	Jan. & July.	" "	1884	....	1st Mortgage.....	150,000	10	" "	" "	1872	....
1st Mort. (Elgin and State Line).	138,000	7	" "	" "	1878	....	2d Mortgage.....						
1st Mortgage (Peninsula).....	855,000	7	March & Sept.	" "	1898	....	Covington and Lex. (Ky. Cen.):						
Consol. skg fund Mort. (800 m.)	2,077,000	7	May & Nov.	" "	1915	91 1/2	1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
Equipment Mortgage.....	825,000	10	" "	" "	1871	....	2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
1st Mort. (Chic. & Mil. R.R.) 45m.	397,000	7	May & Nov.	" "	1874	....	3d Mortgage June 1865.....	237,000	7	June & Dec.	" "	1885	....
3d Mort. ( " ) 45m.	6,400	7	Feb. & Aug.	" "	1870	....	Cumberland Coal and Iron:						
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....	1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891	....
3d Mort. ( " ) 40m.	10,500	7	June & Dec.	" "	1898	....	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	" "	1888	....
1st Mort. (Chic. & Mil. R. W.) 85m	1,129,000	7	Jan. & July.	" "	1898	....	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	" "	1881	....
1st Mort. (Bel. & Mad. R.R.) 46m.	354,000	7	" "	" "	1888	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:	4,000,000	8	March & Sept.	New York.	1889	....	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
Chicago, Pekin & Southwestern:	25,000pm	7	Jan. & July.	New York.	1891	....	2d Mortgage.....	109,500	8	" "	" "	1908	....
1st Mortgage.....gold							Plain bonds.....	81,800	8	Jan. & July.	" "	1884	....
Chicago, Rock Island and Pacific:	9,000,000	7	Jan. & July.	New York.	1896	102	Danbury and Norwalk:						
1st Mortgage (consol.).....							1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880	....
Chi. & Southwestern (C. R. & Pac.)	5,000,000	7	May & Nov.	New York.	1889	....	1st Mortgage of 1869.....	200,000	7	" "	" "	1890	....
1st Mort. guar. and tax free, gold							Danv. Hazleton & Wilkesbarre:	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Chillicothe & Brunswick (N. Mo.):	500,000	8	Jan. & July.	New York.	1894	....	Davenport and St. Paul:	20,000pm	7	June & Dec.	New York.	1890	....
1st Mortgage guaranteed.....							1st Mortgage of June 1, 1870.....						
Cincinnati, & Balt. (Mar. & Cin.):	500,000	7	April & Oct.	Baltimore.	18—	....	Dayton and Michigan:	2,776,000	7	Jan. & July.	New York.	1884	....
1st Mortgage guaranteed.....							1st Mortgage sinking fund.....	642,000	7	March & Sept.	" "	1879	....
Cincinnati, Hamilton and Dayton:	1,250,000	7	May & Nov.	New York.	1880	....	2d Mortgage.....	700,000	7	April & Oct.	" "	1888	....
1st Mort. of 1853 extended.....	500,000	7	Jan. & July.	" "	1885	....	3d Mortgage.....	169,500	7	March & Sept.	" "	1871	....
2d Mortgage of 1865.....	282,000	8	June & Dec.	" "	1877	....	Toledo Depot bonds.....						
3d Mortgage of 1867, skg fund..	500,000	7	June & Dec.	New York.	1892	....	Dayton and Union:	149,000	7	March & Sept.	New York.	1879	....
Cinc. and Indiana (C. Laf. & Chi.):	1,500,000	7	Jan. & July.	" "	77-78	....	2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st Mortgage guaranteed.....							Income Bonds.....	252,445	6	" "	" "	1879	....
2d Mortgage.....							Dayton and Western:						
Cincinnati and Indianapolis June:	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	800,000	7	March & Sept.	" "	1893	....	1st Mortgage.....	433,000	6	" "	" "	1905	....
2d Mortgage.....	250,000	7	June & Dec.	" "	1884	....	Decatur & E. St. Louis (T. W. & W.):	2,700,000	7	Jan. & July.	New York.	1890	....
Cincinnati, Lafayette and Chi.:	20,000pm	7	March & Sept.	New York.	1901	....	Decatur, Sullivan and Mattoon:	500,000	8	March & Sept.	New York.	1901	....
1st Mortgage.....gold							1st Mortgage.....						
Cin. and Martinsville (C. & Laf.):	400,000	7	Jan. & July.	New York.	1895	....	Delaware:						
1st Mortgage guaranteed.....							1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
Cincinnati, Richmond & Chicago:	580,000	7	Jan. & July.	New York.	1895	....	Delaware State Loan.....	170,000	6	" "	" "	1876	....
1st Mortgage.....	65,000	7	" "	" "	1889	....	Guaranteed Bonds.....	100,000	6	" "	" "	1875	....
Cincinnati, Sandusky and Clev.:	1,061,861	7	June & Dec.	New York.	1890	....	Exten. (Stamf. to Delmer) bonds	100,000	6	" "	" "	1880	....
1st Mortgage of 1867.....	998,000	6	Feb. & Aug.	Boston.	1900	....	Delaware, Lackawanna & Western:						
1st Mort. (San. Day. and Ind.)	350,000	7	March & Sept.	" "	1877	83 1/2	1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871	....
Cincinnati and Zanesville:	1,300,000	7	May & Nov.	New York.	1893	....	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	" "	1875	....
1st Mortgage.....							2d Mort. (General).....	1,633,000	7	March & Sept.	" "	1881	100
Clev. Col. and Cine. (C. C. & I.):	365,000	7	June & Dec.	New York.	71-84	....	Denver Pacific:						
1st Mortgage \$25,000 a year.....							1st Mortgage (Land grant).....gold	2,500,000	7	May & Nov.	New York.	1897	....
Clev. Col. Cin. & Indianapolis:	2,004,000	7	May & Nov.	New York.	1899	....	Des Moines Valley:						
1st Mortgage sinking fund.....	365,000	7	June & Dec.	" "	71-84	....	1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mort. (C. C. and C. R. R.)	646,000	7	Jan. & July.	" "	70-85	....	1st Mortgage Land grant.....	4,690,000	8	" "	" "	1898	....
Cleveland and Mahoning:	810,500	7	Feb. & Aug.	New York.	1873	....	Income Bonds.....	462,000	7	Jan. & July.	" "	1884	....
3d Mortgage sinking fund.....	664,500	8	March & Sept.	" "	1876	....	Detroit, Hillsdale and Indiana:	1,080,000	8	June & Dec.	New York.	1890	....
1st Mort. (Hubbard Br.) skg f'd	117,500	7	Jan. & July.	" "	1881	....	1st Mort. (16,000 p. m.)..... guar.						
Clev. Mt. Vernon and Delaware:	143,000	7	Jan. & July.	New York.	1900	....	Detroit, Lansing & L. Michigan:	3,000,000	8	May & Nov.	New York.	1890	....
1st Mort. for \$1,500,000.....gold							1st Mortgage.....	770,000	8	Jan. & July.	" "	1879	....
Clev. Painesv. & Ash. (L. Shore):	500,000	7	Jan. & July.	New York.	1874	....	2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
1st Mortgage Sunbury and Erie.	1,000,000	7	" "	" "	1880	....	Detroit and Milwaukee:						
2d Mortgage (registered).....	1,000,000	7	April & Oct.	" "	1892	95	1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....
Cleveland and Pittsburg:	790,500	7	March & Sept.	New York.	1873	....	2d Mortgage.....	1,000,000	8	" "	" "	1875	....
2d Mortgage.....	1,358,000	7	May & Nov.	" "	1875	97	1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	....
3d Mortgage.....	1,104,844	6	Jan. & July.	" "	1892	84	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	....
Consol. skg f'd Mort. \$5,000,000..	528,000	7	May & Nov.	" "	1900	....	Bonds of June 30, 1866, (cond.)..	1,916,639	6	" "	NY & Detroit.	1886	....
Cleveland & Toledo (L. S. & M. So.):	2,104,000	7	Jan. & July.	New York.	1885	....	1st Mortgage of Sept. 6, 1866.....	300,000	6	March & Sept.	New York.	1886	....
1st Mortgage Sinking Fund.....	864,000	7	April & Oct.	" "	1886	....	Sterling (Oak. & Ottawa R. R.)	150,867	6*	May & Nov.	NY & London.	1873	....
2d Mortgage of 1866.....	115,000	7	June & Dec.	" "	1872	....	Dollar ( " )	51,000	7	" "	New York.	1873	....
1st Mort. (June R. R.).....							Detroit, Mon. & Tol. (M. S. & N. L.)	924,000	7	Feb. & Aug.	New York.	1876	....
Colebrookdale:	584,700	6	June & Dec.	Philadelphia.	1898	....	1st Mortgage Aug. 1, 1856.....						
1st Mort. guar. by Ph. and Rdg.							Detroit and Pontiac (Det. & Mil.):	150,000	7	April & Oct.	New York.	1878	....
Columbia and Augusta (C. C. & A.):	371,500	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	100,000	7	Jan. & July.	" "	1878	....
1st Mortgage on 85 miles.....							2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	....
Columbus, Chicago & Ind. Cent.:	15,000,000	7	April & Oct.	New York.	1908	8 1/2	Dixon, Peoria & Han. (C. B. & Q.):	800,000	8	Jan. & July.	New York.	1890	....
1st Mortgage Consol. skg fund.....	6,000,000	7	Jan. & July.	" "	1909	71	1st Mortgage, Bellevue and Miss.:	1,000,000	8	April & Oct.	New York.	1890	....
2d Mortgage Consol. skg fund.....							1st Mortgage.....						
Columbus & Ind. Cen. (C. C. & I.):	821,000	7	Jan. & July.	New York.	1886	....	Dubuque Southwestern:	100,000	7	Jan. & July.	New York.	1883	....
2d Mortgage.....	1,243,000	7	May & Nov.	" "	1881	....	1st Mortgage, preferred.....	450,900	7	April & Oct.	" "	1883	....
Income Bonds.....							Dunkirk, Warren and Pittsburg:	1,000,000	7	June & Dec.	New York.	1900	....
							1st Mortgage tax free.....gold						



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	.....	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	.....
1st Mortgage (construction).....	600,000	7	" " "	" " "	1894	.....	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" " "	1888	.....
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" " "	1888	.....	Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	.....
1st Mortgage Jan. 1, 1888.....	1,500,000	7	Jan. & July.	New York.	1908	.....	1st Mortgage not guaranteed....	376,766	7	" " "	" " "	'81-'86	.....
East Brandywine & Waynesburg.							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	.....	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	.....
2d Mortgage.....	35,000	8	" " "	" " "	1873	.....	Hackensack & New York (Erie):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	67,000	7	Jan. & July.	New York.	1872	.....
1st Mortgage, guar. Skg. Fund....	495,000	7	March & Sept.	Philadelphia.	1888	.....	Hackensack & N. York Ext. (Erie):						
East Tenn. & Georgia (E.T.V. & G.):							1st Mortgage of May 1, 1869....	129,100	7	May & Nov.	New York.	1889	.....
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	.....	Hannibal and Naples:						
Interest bonds (funded coupons)	136,400	7	" " "	" " "	1876	.....	1st Mortgage of Nov. 1, 1868....	675,000	7	May & Nov.	New York.	1898	.....
East Tennessee, Virginia & Ga.:							Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage, consol. skg. fund....	3,500,000	7	Jan. & July.	New York.	1900	.....	1st Mortgage guaranteed.....	5,000,000	7	Jan. & July.	New York.	1890	.....
Eastern Mass.:							Hannibal and St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	.....	Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	97 1/2
Loan of 1862, sterling.....	383,000	6	Jan. & July.	London.	1872	.....	Mo. State Loan, 1855.....	1,500,000	6	" " "	" " "	1885	.....
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	99 1/2	Six years Mortgage bonds.....	69,000	10	" " "	" " "	1872	.....
Loan of 1865.....	160,000	6	April & Oct.	" " "	1885	98	Three years' notes.....	810,000	8	" " "	" " "	1873	.....
Loan of 1868.....	1,000,000	6	March & Sept.	" " "	1888	.....	Five years' notes.....	1,024,300	8	" " "	" " "	1875	.....
Loan of 1869.....	500,000	6	May & Nov.	" " "	1889	.....	Fifteen years' bonds.....	1,309,500	8	" " "	" " "	1885	103 1/2
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	" " "	1876	.....	1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" " "	1892	.....
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam. R.R.)	1,200,000	10	Jan. & July.	" " "	1892	.....
1st Mortgage.....	400,000	7	Jan. & July.	Baltimore.	1880	.....	Land Mortgage.....	1,503,700	7	April & Oct.	" " "	1888	.....
2d Mortgage.....	180,000	7	April & Oct.	" " "	1886	.....	Convertible Mortgage.....	5,600	7	Jan. & July.	" " "	1888	.....
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	.....	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	.....
Elmira and Williamsport (N. Cen.):							Harlem Extension:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	95	1st Mortgage of Jan. 1, 1870....	4,000,000	7	Jan. & July.	New York.	1890	.....
Income Mortgage.....	570,000	5	May & Nov.	" " "	1872	.....	Harrisburg & Lancaster (Pa. R.R.):						
Real Estate (Elmira) bond.....	50,000	7	" " "	" " "	1872	.....	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	92 1/2
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	101 1/2	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	.....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" " "	1879	.....	Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7	" " "	" " "	1883	95	1st Mort. (R. Island 26.32 m.)....	481,000	7	Jan. & July.	Providence.	1876	.....
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" " "	1880	89 1/2	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" " "	Hartford.	1876	.....
5th Mortgage convertible.....	928,500	7	June & Dec.	" " "	1888	.....	Hastings and Dakota:						
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	" " "	1891	.....	1st Mortgage.....	20,000,000	7	Jan. & July.	New York.	1900	.....
Sterling Loan (£1,000,000) conv.	4,844,400	6	March & Sept.	London.	1875	.....	Hempfield:						
Erie and Pittsburgh (Penn.):							1st Mortgage (part collateral)....	1,000,000	6	Jan. & July.	Philadelphia.	1872	.....
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	.....	Housatonic:						
2d Mortgage.....	153,000	7	March & Sept.	" " "	1890	.....	2d Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	.....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	" " "	1893	.....	3d Mortgage of 1869.....	500,000	7	Feb. & Aug.	" " "	1885	.....
European & North American:							3d Mortgage of 1869.....	50,000	7	April & Oct.	" " "	1889	.....
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6	Jan. & July.	N. Y. & Lond.	1898	.....	Houston and Texas Central:						
1st m. R.R. & L'd (B to Win. 45 m.)	2,000,000	6	" " "	" " "	1899	.....	1st Mortgage L.G. skg. fund. gold	3,400,000	7	Jan. & July.	New York.	1891	.....
Evansville and Crawfordsville:							Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.)....	350,000	7	Jan. & July.	New York.	1889	.....	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	.....
1st Mortgage (Ev. & Chi. R.R.)....	740,000	7	May & Nov.	" " "	1889	.....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" " "	1885	104 1/2
1st Mort. (Rockville Extension)....	150,000	7	Feb. & Aug.	" " "	1881	.....	3d Mortgage.....	180,000	7	May & Nov.	" " "	1875	.....
Consolidated Mortgage.....	1,000,000	7	Jan. & July.	" " "	1889	.....	Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:							1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101 1/2
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	.....	2d Mortgage.....	267,500	7	Feb. & Aug.	" " "	1875	86
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" " "	1895	48
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	.....	Illinois Central:						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,090,000	7	April & Oct.	New York.	1875	100
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	.....	1st Mortgage Construction.....	332,000	6	" " "	" " "	1875	.....
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	" " "	" " "	1890	.....
1st Mortgage L. G., 1st mort.....	267,000	7	May & Nov.	New York.	1880	.....	Redemption, sterling.....	2,500,000	6	" " "	London.	1890	.....
1st Mortgage L. G., 2d mort.....	319,000	7	Jan. & July.	" " "	1887	.....	Illinois & South. Iowa (T. W. & W.):						
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	" " "	1888	.....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	88
F. & Holly R.R. b'ds (\$25,000 a yr)	500,000	10	May & Nov.	" " "	1888	.....	Indiana and Illinois Central:						
Flushing & North Side (L. I.):							1st Mortgage.....gold	2,750,000	7	Jan. & July.	N.Y. & Lond.	1900	.....
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	.....	Indianapolis, Bloomg. & West:						
Fonda, Johnston & Gloversville:							2d Mortgage, conv. ....gold	5,000,000	7	April & Oct.	New York.	1909	.....
1st Mortgage.....	300,000	7	" " "	New York.	1889	.....	1st Mortgage.....	1,500,000	8	" " "	" " "	1890	.....
Ft. W. Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	.....	1st Mortgage (Ind. & Cin.) 95 m.	1,539,500	7	April & Oct.	New York.	1888	.....
Ft. W. Muncie & Cin. (F.W.J. & S.):							1st Mortgage (J. C. & I.) 179 m.	2,770,000	7	Feb. & Aug.	" " "	1897	.....
1st Mortgage guaranteed.....gold	1,800,000	7	Jan. & July.	New York.	1889	.....	1st Mortgage ( " ) 179 m.	1,566,000	7	June & Dec.	" " "	1899	.....
Galena & Chic. Union (C. & N.W.):							1st Mortgage (Cin. and Ind.)....	500,000	7	" " "	" " "	1893	.....
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	100	2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" " "	'77-'78	.....
2d Mortgage.....	955,000	7	May & Nov.	" " "	1875	98	Indianapolis, Crawfordsv. & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	" " "	1884	.....	1st Mortgage.....gold	1,500,000	7	Jan. & July.	New York.	1888	.....
Georgia:							Indianapolis & Madison (J.M. & I.):						
Bonds (various).....	615,000	7	Jan. & July.	Augusta.	'71-'86	.....	1st Mortgage of May 1, 1862....	397,000	7	May & Nov.	New York.	1882	.....
Goshen and Deekertown (Erie):							Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	.....	1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	.....
Gr. Rapids & Indiana (P.F.W. & C.):							2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" " "	1893	.....
1st Mortgage guar. half yr....gold	4,000,000	7	Jan. & July.	New York.	1891	.....	Ionia & Lansing (D.L. & L. Mich.):						
1st Mortgage half yr....gold	4,000,000	7	April & Oct.	" " "	1899	.....	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	.....
Grand Trunk (Can.):							2d Mortgage.....	300,000	8	May & Nov.	" " "	1880	.....
1st Preference Bonds £2,703,325.	13,516,625	5	Jan. & July.	London.	.....	.....	Iowa Falls & Sioux City (Ill. Cen.):						
2d Preference Bonds £1,610,264.	8,051,320	4	" " "	" " "	.....	.....	1st Mortgage of April 1, 1869....	2,960,000	7	April & Oct.	New York.	1899	.....
3d Preference Stock £758,510.	3,792,550	4	" " "	" " "	.....	.....	Iowa Midland (C. & N. W.):	</					

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian.	\$2,107,000	7	April & Oct.	New York.	1906	....	Lehigh Valley:						
1st Mortgage of Oct. 1, 1866.	2,000,000	7	"	"	1910	....	1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872	....
2d Mortgage of Oct. 1, 1870.	597,000	7	May & Nov.	"	1882	....	1st Mort. of 1868 (coup & reg.) free	3,243,000	6	June & Dec.	"	1898	98
2d Mortgage (Ind & Mad.) guar.	345,000	7	April & Oct.	"	1873	....	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	"	"	1900	....
Louisville Loan (Jefferson R.R.)	74,000	6	"	"	1882	....	1st Mort. (Hazleton R.R. of 1862)	132,000	6	April & Oct.	"	1872	....
Joliet and Chicago (C. & Alton):	410,000	8	Jan. & July.	New York.	1882	....	Lewey's Island (S. C. & P.):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1874	....	1st Mortgage (Calais Loan)	130,000	6	June & Dec.	Calais.	1876	....
Joliet & Northern Ind. (Mich. O.):	500,000	8	Jan. & July.	New York.	1874	....	Little Miami & Colum. & Xenia:						
1st Mortgage, guaranteed.	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
2d Mortgage	800,000	7	March & Sept.	"	1893	....	Cincinnati Loan	100,000	6	June & Dec.	Cincinnati.	1890	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	1884	....	1st Mortgage (Col. & Xenia)	307,000	6	March & Sept.	New York.	1890	....
Junction, Philadelphia:							1st Mortgage (D. & W'tn.)	275,000	7	Jan. & July.	"	1905	....
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage	433,000	6	"	"	1905	....
2d Mortgage	300,000	6	April & Oct.	"	1900	....	Little Rock and Fort Smith:						
Junction and Breakwater:							1st Mortgage for \$3,500,000 gold		6*	Jan. & July.	Boston	1899	....
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....	Little Rock, Pine Bluff & N. O.:						
Kalam., Alleg. & Gr. R. (I.S. & M.S.)	840,000	8	Jan. & July.	New York.	1888	....	1st Mortgage	783,000	7	April & Oct.	Philadelphia.	1877	....
1st Mort. assumed by lessees	640,000	8	May & Nov.	New York.	1889	104	Little Schuylkill (P. & Rdg.):						
Kalamazoo, & S. Haven (L.S. & M.S.):	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage, guaranteed	1,500,000	8	J. A. J. O.	New York.	1890	....
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1890	....	Logansport, Crawf. & S'w'n Ind.:						
Kalam. & W. Pigeon (L.S. & M.S.):	720,000	10	May & Nov.	New York.	1890	....	1st Mortgage	200,000	6	Jan. & July.	New York.	1889	....
1st Mortgage, tax free	687,000	8	March & Sept.	N.Y. & Bos'n.	1890	....	Long Branch and Sea Shore:						
Kan. City, St. Jo. & Coun. Bluffs:	500,000	10	Jan. & July.	"	1880	....	1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
1st Mort. (consolid.) 264 m.	150,000	10	March & Sept.	"	1892	....	1st Mortgage (Extension)	175,000	7	Feb. & Aug.	"	1890	....
2d Mort. (C. B. & St. Jo. 52 m.)	1,400,000	10	June & Dec.	"	1874	....	1st Mortgage (Glen Cove Br.)	180,000	6	May & Nov.	"	1893	....
2d Mort. (St. Jo. & C. B. 80 m.)	539,500	7	Feb. & Aug.	New York.	1893	....	General Mortgage of 1869	775,000	8	"	"	1899	....
2d Mort. (Mo. Valley 61 m.)	1,500,000	7	"	"	1893	....	Louisville & Miss. Riv. (Ch. & Al):	20,000pm	7	Jan. & July.	New York.	1889	....
1st Mort. (Mo. Valley 61 m.)	2,240,000	6*	Feb. & Aug.	New York.	1896	....	1st Mortgage, guaranteed	3,000,000	7	Jan. & July.	New York.	1897	....
Kansas Pacific (U. Pac. E. D.):	4,063,000	6*	June & Dec.	"	1896	....	Louisville, Cincin. & Lexington:	1,000,000	8	April & Oct.	"	1900	....
1st Mort. on R.R. 140 m. gold	600,000	7	May & Nov.	"	1896	....	1st Mortgage (Cincinnati Br.)	82,000	6	Jan. & July.	"	1881	....
1st Mort. on R.R. 254 m. gold	518,000	7	March & Sept.	"	1899	....	2d Mortgage (general)	100,000	6	"	"	1874	....
1st Mort. on Branch 34 m.	6,000,000	7	May & Nov.	"	1896	....	1st Mort. (Lo. & Frankfort Br.)	25,000	6	"	"	1874	....
Land Gr. Mort. on 2,000,000 acres	2,000,000	6	Jan. & July.	"	1895-97	....	Louis. Loan (						
1st Mort. on R.R. 245 m. & 3,010,000 a.	6,000,000	6	"	"	1916	....	1st Mort. (Lex. & Frankfort)	1,285,000	7	Jan. & July.	New York.	1877	....
1st Mort. on lands E. of 380th m. gold	2,270,000	5	(after 5 years.)	"	1916	....	Louisville and Nashville:	849,000	6	April & Oct.	"	1887	....
2d Mort. (U.S. Subsidy) on 384 m.	600,000	6	Jan. & July.	Philadelphia.	1879	....	Louisville Loan (Main Stem)	225,000	6	May & Nov.	"	1876	....
3d Mort. Income on 428 m.	600,000	6	Jan. & July.	Philadelphia.	1879	....	Louisville Loan (Lebanon Br.)	197,000	7	Jan. & July.	"	1870	....
Keokuk, Iowa City and Minn.:	20,000pm	7	Jan. & July.	New York.	1891	....	1st Mortgage (Memphis Br.)	1,000	7	Jan. & July.	"	1870	....
1st Mortgage	6,000pm	7	"	"	1891	....	1st Mortgage (Bardtown Br.)	88,000	7	May & Nov.	"	1890-85	....
2d Mortgage	1,000,000	8	April & Oct.	New York.	1879	....	1st Mort. (Lebanon Br. Ext.)	333,000	6	April & Oct.	"	1893	....
Keokuk and St. Paul (C.B. & Q.):	400,000	7	Jan. & July.	New York.	1875	....	Louisville Loan (Leb. Br. Ext.)	5,500,000	7	"	"	1898	....
1st Mortgage, guar. and tax free.	400,000	7	March & Sept.	Philadelphia.	1885	....	Consolid. mort. of April 1, 1868.						
Lackawanna and Bloomsburg:	400,000	7	April & Oct.	New York.	1871	....	Lowell & Lawrence (B. & L.):	67,700	6	April & Oct.	Boston.	1878	....
1st Mortgage	400,000	7	Jan. & July.	Philadelphia.	1885	....	1st Mortgage, guaranteed	1,950,000	7	Jan. & July.	New York.	187-190	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....	Macon and Brunswick:	1,000,000	7	April & Oct.	"	1890	....
2d Mortgage (Extension)	200,000	10	Jan. & July.	"	1871	....	2d Mort. endorsed by State	1,000,000	7	May & Nov.	"	1890	....
Income Mortgage	79,335	7	April & Oct.	"	1871	....	3d Mort. of 1870 endor. by State	150,000	7	"	"	1890	....
La C., Trempealeau & Pres. (C. & N.W.):	800,000	7	"	"	1871	....	Equipment Mortgage						
1st Mortgage, guaranteed	1,300,000	8	"	"	1871	....	Macon and Western:	150,000	7	April & Oct.	New York.	1880	....
Lafayette, Bloomington & Miss.:	1,500,000	8	"	"	1871	....	1st Mortgage of Oct. 1870	450,000	7	April & Oct.	New York.	1835	....
1st Mortgage	500,000	7	Jan. & July.	New York.	1874	....	Madison and Portage:						
2d Mortgage	1,000,000	7	April & Oct.	"	1880	....	1st Mortgage	1,100,000	6	Feb. & Aug.	Boston.	1890-91	....
Lake Erie and Louisville:	500,000	7	Jan. & July.	New York.	1896	....	Loan of 1860-'61 (A. & Ken.)	163,000	6	June & Dec.	"	1871	....
1st Mortgage for \$1,000,000	500,000	7	April & Oct.	"	1880	....	Bonds, exchangeable for new 7s.	451,200	7	Jan. & July.	"	1898	....
Lake Shore & Michigan So.:	1,000,000	7	May & Nov.	"	1890	....	Loan (new) for \$1,100,000	112,000	6*	April & Oct.	"	1900	....
Sunbury B'ds (CP & ARR 954m)	1,000,000	7	Jan. & July.	"	1879	....	Mort. (Ext.) for \$500,000 gold	577,000	6	"	"	1872	....
Regis Bonds	1,000,000	7	April & Oct.	"	1899	....	1st Mort. (Bto P. & Ken. exch. 7s)	159,500	6	Feb. & Aug.	"	1870	....
3d Mortgage	1,500,000	7	Jan. & July.	"	1879	....	2d Mort. (Penob. & Ken.)	300,000	7	Jan. & July.	Boston.	1889	....
Divid'd Bonds (L. S. R.R. 258 m)	2,000,000	7	J. A. J. & O.	"	1900	....	1st Mortgage, guaranteed	1,050,000	7	Feb. & Aug.	London.	1891	....
S. Fund Bonds (L.S. & M.S. 0.133m)	597,000	7	Jan. & July.	"	1885	....	1st Mortgage, Sterling	2,454,528	7	May & Nov.	Baltimore.	1891	96
Consol. M. reg.	63,000	7	May & Nov.	"	1885	....	2d Mortgage	2,000,000	7	Jan. & July.	"	1890	85
Consol. M. coup.	5,251,000	7	June & Dec.	"	1877	....	3d Mortgage for \$3,000,000	300,000	7	May & Nov.	New York.	1890	78
1st Mort. (M.S. & N. In. R.R. 521m)	2,693,000	7	Jan. & July.	"	1885	....	1st Mort. (Seloto & Hocking)	20,000	7	"	Baltimore.	1890	....
2d Mort.	115,000	7	Jan. & July.	"	1885	....	Baltimore Loan to Union R. R.						
1st Mort. (Janc. R.R. 49 m.)	2,014,000	7	April & Oct.	"	1876	....	Marietta and Pittsburg:	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
S. Fund (Clev. & Tol. R.R. 1624m)	864,000	7	Jan. & July.	"	1885	....	1st Mort. of Aug. 1, 1869 gold						
M. of '66	23,000	7	Jan. & July.	"	1870	....	Marquette and Ontonagon:	150,000	8	June & Dec.	Boston.	1875	....
Mort. Bonds (Buff. & E.R.R. 98m)	100,000	7	May & Nov.	"	1873	....	1st Mortgage	850,000	6	May & Nov.	Boston.	1885	....
Mort. Bonds	200,000	7	Jan. & July.	"	1882	....	2d Mortgage	150,000	6	June & Dec.	"	1889	....
Mort. Bonds	300,000	7	March & Sept.	"	1886	....	Memphis and Charleston:	1,293,000	7	March & Sept.	New York.	1880	....
Mort. Bonds	3,000,000	7	April & Oct.	"	1890	....	1st Mortgage	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (D.M. & Tol. R.R. 65 m.)	924,000	7	Feb. & Aug.	"	1876	....	2d Mortgage	1,817,927	6	"	"	1890	....
1st Mort. (Kal. & W.P. R.R. 37 m.)	400,000	8	Jan. & July.	"	1890	....	Tenn. Loan	1,300,000	8	May & Nov.	New York.	1890	....
1st Mort. (S. & Three Riv. R.R.)	100,000	8	"	"	1887	....	1st Mort. (R.R. & 125,000 acres)	900,000	7	Jan. & July.	"	1890	....
1st Mort. (Kal. & Three Riv. R.R.)	100,000	8	"	"	1887	....	Ark. State Loan						
1st Mort. (Kal. All. & Gr. R.R.)	840,000	7	"	"	1888	....	Memphis and St. Louis:	5,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Jamestown & Frank.)	500,000	7	June & Dec.	"	1894	....	1st Mort. (R.R. & 630,000 acres)	1,900,000	8	May & Nov.	Boston.	1889	....
Lake Superior & Mississippi:	4,500,000	7*	Jan. & July.	New York.	1899	....	Michigan Air Line (Mich. Cen.):	200,000	8	"	"	1889	....
1st M.R.R. lands, &c., S.F. free gold	360,000	7	Feb. & Aug.	Pittsburg.	1896	....	1st Mort. 111 miles, guaranteed.						
Lawrence (P. Ft. W. & Chi.):	5,000,000	10	Jan. & July.	New York.	1899	96	1st Mort. 11 miles, assumed						
1st Mortgage, guaranteed	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Michigan Central:						
Leavenworth & Galveston:	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage, sterling	467,489	6	Jan. & July.	London.	1872	....
1st Mort. July 1, 1869	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage, convertible	567,000	8	April & Oct.	New York.	1882	....
Lehigh and Lackawanna:	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage, sinking fund	2,591,500	8	Jan. & July.	"	1886	....
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	April & Oct.	"	1882	....
							2d Mort. (	200,000	8	May & Nov.	Boston.	1889	....
							1st Mort. (Mich. Air Line R.R.)	640,000	8	Feb. & Aug.	New York.	1889	....
							2d Mort. (	70,000	8	"	"	1890	....
							Michigan Southern & North. Ind.:	5,256,000	7	May & Nov.	New York.	1885	103
							1st Mortgage, sinking fund	2,693,000	7	"	"	1877	98
							2d Mortgage						
							Middletown, Unionville & W. Gap:	225,000	7	Jan. & July.	New York.	1890	....
							1st Mortgage						



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	....
Mullin & Centre Co. (Pa. R. R.):							Newark, Somerset & Straitsville:						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1891	....
2d Mortgage, ".....	10,500	7	Jun. & Dec.	"	1898	....	New Brunswick and Canada:						
Mil. & Prairie du Chien (M&StP):							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Erie):						
2d Mortgage, ".....	1,315,000	7.3	"	"	1898	....	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	92 1/2	1st Mortgage.....	75,766	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer)...	792,000	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.)...	3,792,000	7	Jan. & July.	"	1897	....	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.).....	208,000	7	"	"	"	....	New Haven and Darby:						
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	"	....	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven.	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	....	New H. Middle'n & Williaman:						
2d Mortgage (P. du C. Div.).....	1,315,000	7.3	"	"	1898	95 1/2	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage \$70 miles.....	1,244,000	7	April & Oct.	"	1884	....	2d Mortgage for \$1,500,000.....	.....	6	Jan. & July.	"	1891	....
Income Mortgage.....	20,000	7	Jan. & July.	"	"	....	New H. & Northampton (Canal):						
Milwaukee City Loan.....	234,000	7	March & Sept.	"	1873	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Milwaukee and Western bonds.....	247,000	7	Jan. & July.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Real Estate Purchase.....	148,500	7	various.	"	"	....	New Jersey (Pennsylvania):						
Incumbrances assumed.....	35,073	7	"	"	"	....	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
Mineral Point:							2d Loan.....	450,000	6	"	"	1878	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	3d (State Loan).....	100,000	6	"	"	1887	....
Minnesota and North Western:							New Jersey Midland (N.Y. & O.M.):						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
Mississippi Central:							2d Mortgage.....currency	400,000	7	"	"	1891	....
1st Mortgage (Miss. Cen.).....	1,751,000	7	May & Nov.	New York.	1873	....	New Jersey Southern:						
2d Mortgage ( " ).....	2,000,000	8	Feb. & Aug.	"	1876	....	1st Mortgage of Sept. 19, 1869..	2,000,000	7	May & Nov.	New York.	1889	....
1st Mort. (Miss. Cen. & Tenn.)...	25,000	6	April & Oct.	"	1863	....	1st Mortgage (Tom's Riv. Br.)...	120,000	6	Feb. & Aug.	"	1890	....
Tennessee Loan bonds.....	1,278,950	6	Jan. & July.	"	1892	....	New Jersey West Line:						
Mississippi, Ouachita & Red Riv:							1st Mort. for \$3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
1st Mortgage.....gold	12,000pm	7*	"	New York.	1900	....	New London Northern:						
Land Mort. (250,000 acres).....gold	1,000,000	7*	"	"	1900	....	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Arkansas State Loan.....	10,000pm	7	"	"	1900	....	1st Mortgage, Extended.....	370,000	7	March & Sept.	"	1885	....
Mississippi and Tennessee:							Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York.	1876	....	New O. Baton-Rouge & Vicksb'g:						
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	"	'81-'93	....	1st Mortgage.....gold	12,500pm	8*	"	New York.	1910	....
Mississippi River:							2d Mort. endor. by Louis.....gold	12,000pm	8*	"	"	1910	....
1st Mortgage.....	17,000pm	7	"	New York.	....	....	N. Orleans, Jackson & Gt. North.						
Mississippi, Iowa & Nebraska:							1st Mortgage of July 1, 1856.....gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
1st Mort. of June 1, 1870.....gold	.....	7*	June & Dec.	New York.	1910	....	2d Mortgage of Oct. 1, 1860.....gold	1,500,000	8*	April & Oct.	New York.	1890	....
Missouri, Kansas and Texas:							Income Mortgage of 1870.....gold	2,000,000	7*	"	New Orleans.	1890	....
1st M. R.R. & land (U.P.S. Br.)S.F.	4,145,000	6	Jan. & July.	New York.	1899	....	City Extension Mort.....gold	1,000,000	7*	"	"	1890	....
1st M. (Tebos & Neshos)S.F. gold	2,000,000	7*	June & Dec.	"	1903	....	New Orleans, Mobile and Texas:						
Consol. L.G. S.F. (\$14,000,000)g'd	1,605,000	7*	Feb. & Aug.	"	1904	....	1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
Missouri River, Ft. Scott & Gulf:							1st Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	New York.	1915	....
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	....	2d Mortgage on 227 miles.....cur.	12,500pm	8	"	"	1915	....
2d Mortgage of April 15, 1870.....	1,400,000	10	April & Oct.	"	1890	....	New Orleans and Selma:						
Missouri Valley (K.C.S. & C.B.):							1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	New York and Boston:						
1st Mortgage ".....	1,000,000	7*	"	"	1893	....	1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
Mobile & Alabama Grand Trunk:							New York Central:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	93 1/2
Mobile Lo'n \$1,500,000 end by Co.	1,500,000	8	"	"	....	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	....
Mobile and Girard:							Bonds for B. & N. Falls R.R. S't.	76,000	6	Feb. & Aug.	"	1883	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	90
2d Mortgage, endorsed by Ala...	199,000	7	"	"	....	....	Bonds for real estate.....	162,000	6	"	"	1883	....
Plain Bonds.....	33,500	7	"	Mobile.	....	....	Bonds and mortgages for R. E.	22,800	7	various.	"	var.	....
Mobile and Montgomery:							Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	....
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	....
Mobile and Ohio:							1st Mort. (Hudson Riv. R.R.)...	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	2d Mort. ( " ).....S. F.	1,891,000	7	June & Dec.	"	1885	....
1st Mortgage.....Sterling	803,700	6*	"	London.	1882	....	3d Mort. ( " ).....	180,000	7	May & Nov.	"	1875	....
Interest bonds (10 years).....	377,900	8	"	New York.	1878	....	Conv. B'ds ( " ).....	8,000	7	"	"	1897	....
Interest bonds 2nd issue.....	377,900	8	"	"	1883	....	New York and Fort Lee (Erie):						
Interest bonds sterling.....	755,000	6*	"	London.	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	New York & Flushing (F. & N.S.):						
Montgomery & Erie (Erie):							1st Mortgage.....	135,000	7	"	New York.	1876	....
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	New York and Harlem:						
Montgomery and Eufala:							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	102 1/2
1st Mortgage of 1866, endorsed..	640,000	8	March & Sept.	New York.	1886	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	"	1900	....	Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	"	1893	....
Montgomery & West Point (Wtn):							Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1872	....
1st Mortgage.....	450,000	8	"	"	1870	....	N. York, Housatonic & Northern:						
1st Mortgage.....	298,000	8	"	"	1876	....	1st Mortgage.....	141,500	7	"	New York.	1880	....
2d Mortgage.....	254,000	8	"	"	1881	....	New York and New Haven:						
Income Mortgage.....	594,000	8	various.	Montgomery.	var.	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1876	....
Montreal & Champlain:							New York & Oswego Midland:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....	1st Mort. for \$8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage.....	370,000	8	"	New York.	1879	....	New York, Providence & Boston:						
Morris and Essex:							1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	....	1st Mortgage.....	80,000	6	"	"	1878	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	....	Consol. Mort. for \$1,000,000...	512,000	7	Jan. & July.	"	1890	....
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	Niles and New Lisbon:						
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	92	1st Mortgage.....	500,000	7	"	Philadelphia.	1889	....
Muscatine (South-Western):							Norfolk County (B. H. & Erie):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....	1st Mortgage, guaranteed.....	414,330	6	March & Sept.	Boston.	1854	....
Nashville and Chattanooga:							Norfolk & Petersburg (A.M. & O.):						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage not endorsed.....	23,000	6	"	"	1890	....	2d Mortgage.....	396,000	8	"	"	1877	....
Tenn. State Loan.....	150,000	6	"	"	1892	....	2d Mortgage for \$500,000.....	416,000	8	"	Norfolk.	1893	....
Tenn. State Loan (Jasper Br.)...	245,000	6	"	"	1900	....	North Carolina:						
Nashville and Decatur:							Bonds of 1871.....	3,094	6	Jan. & July.	Shops, N. C.	1871	....
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July.	New York.	1892	....	Bonds of 1865-72.....	25,500	7	"	"	1872	....
2d Mortgage.....	500,000	6	"	"	1870	....	Bonds of 1879-'98.....	266,500	8	"	"	'79-'98	....
Income Bonds (Tenn. and Ala.)...	200,000	10	April & Oct.	"	1887	....	North Eastern:						
Consols for \$2,100,000 at 70r6 gold	.....	7	"	"	1901	....	1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
National (N. Jersey):							2d Mortgage.....	69,500	7	"	"	1868	....
1st Mortgage for \$7,200,000.....	.....	7	"	New York.	1901	....	General Mortgage 1st Preference	773,000	7	"	"	1899	....
Naugatuck:							General Mortgage 2d Preference	141,500	7	"	"	1899	....
1st Mortgage, of 1856.....	125,400	7	Jan. & July.	Bridgeport.	1876	....	Funded Interest.....	117,495	7	"	"	1875	....

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:							Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	....	1st Mortgage, guaranteed	\$375,000	7	Jan. & July.	New York.	1890	....
2d Mortgage of Oct. 1865	4,000,000	7	April & Oct.	"	1888	....	Peninsula (C. & N. W.):						
3d M. of Oct. 1890 (7 p.c. after 5 yrs)	3,000,000	10	"	"	1888	....	1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	....
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	....	1st Mortgage	1,800,000	7*	May & Nov.	New York.	1899	....
Chattel Mortgage	360,000	10	April & Oct.	"	1877	....	Pennsylvania and New York:						
2d Mortgage	1,246,000	7	May & Nov.	"	1896	99	1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	....
Northern Central:							1st Mortgage	1,500,000	7	"	"	1906	....
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....	Penobscot and Kennebec (M. C.):						
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	....	1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
3d Mortgage	1,223,000	6	April & Oct.	"	1900	....	2d Mortgage	169,500	6	Feb. & Aug.	Boston.	1870	....
3d Mortgage (York & Cumb. R.R.)	500,000	6	Jan. & July.	"	1877	....	Peoria & Bureau Val. (C.R.I. & P.):						
Consol. Mort. of July 1868	2,019,000	8*	"	"	1900	....	1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....	Peoria & Hannibal (C. B. & Q.):						
Northern New Hampshire:							1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....	Peoria, Pekin and Jacksonville:						
Northern New Jersey (Erie):							1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....	2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	....
Northern Pacific:							Peoria and Rock Island:						
1st Mort. on R.R. & lands... gold	50,000pm	7.3	Jan. & July.	New York.	1900	....	1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
North Western Virginia:							Perkiomen (Phila. & Rd.):						
2d Mortgage (assumed B. & O.)	458,000	6	Jan. & July.	Baltimore.	1873	....	1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	....
3d Mortgage ( " )	140,000	6	"	"	1885	90	Perth Amboy and Woodbridge:						
Norwich and Worcester:							1st Mortgage, guaranteed	100,000	6	"	New York.	1886	....
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....	Petersburg:						
Plain bonds	59,000	7	June & Dec.	"	1874	....	Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Steamboat bonds	46,000	7	Feb. & Aug.	"	1870	....	Mortgage Bonds	25,500	7	"	"	1865	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....	Mortgage Bonds	266,500	8	"	"	'79-'95	....
New bonds of 1870	22,000	7	"	"	1890	....	Philadelphia and Baltimore Cent:						
Nyack and Northern:							1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Md. Div.)	300,000	6	"	"	1891	....
Oakland & Ottawa (D. & M.):							Philadelphia and Erie (Penn.):						
1st Mortgage (assumed) sterling	150,000	6*	May & Nov.	London.	1873	....	1st Mortgage	5,000,000	6	March & Sept.	Philadelphia.	1881	....
1st Mortgage ( " ) dollar	51,000	7	"	New York.	1873	....	2d Mortgage	3,000,000	7	Jan. & July.	"	1888	87
Ogdensburg and Lake Champlain:							3d Mortgage	3,598,000	6	"	"	1920	....
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....	1st Mortgage (Sunbury & Erie)	1,000,000	6	April & Oct.	"	1877	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....	Philadelphia, Germant. & Norist:						
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	....	1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Ohio and Mississippi:							Philadelphia and Reading:						
1st Mortgage, (R. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....	Debtenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
1st Mortgage, (W. Div.)	850,000	7	"	"	1872	....	Debtenture Loan of 1868	1,121,000	6	"	"	1893	....
2d Mortgage, (W. Div.) conv.	534,000	7	"	"	1874	....	Debtenture Loan of 1870	2,625,000	7	"	"	1890	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1857, conv.	143,500	6	"	"	1886	....
Funded Debt Mort. (W. Div.)	16,500	7	"	"	1882	....	Mort. Loans of 1843-44-48 & 49	1,521,000	6	"	"	1880	....
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1898	....	Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106
Consolidated Mort. (sterling)	101,850	7	"	London.	1898	....	Sterling Loan of 1836	182,400	5	Jan. & July.	London.	1880	....
Oil Creek and Allegheny River:							Sterling Loan of 1843	976,800	6	"	"	1880	....
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	....	Sterling Loan of 1836	268,000	7	"	"	'72-'77	....
1st Mortgage	580,000	7	April & Oct.	"	1882	....	Philadelphia, Wilmington & Balt:						
1st Mortgage	200,000	7	June & Dec.	"	1871	....	Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....	Plain Bonds	600,000	6	April & Oct.	"	1871	....
Consolidated Mortgage	819,000	7	"	"	1888	....	Plain Bonds	400,000	6	"	"	1876	....
Old Colony and Newport:							Plain Bonds	1,000,000	6	"	"	1887	....
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	....	Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds	1,000	6	March & Sept.	"	1874	....	1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....	2d Mortgage, conv.	3,820,000	6	"	"	....	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	....	Pittsburg & Connellsville (B. & O.):						
Plain Bonds	34,000	6	"	"	1884	....	1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	....
Omaha and Southwestern:							2d Lien Balt. Loan	1,000,000	6	"	"	1893	....
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....	Turtle Creek Div. bond	400,000	6	Feb. & Aug.	New York.	1889	....
Orange, Alexandria & Manassas:							Real Estate bonds	100,000	6	various	Baltimore.	1883	94
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88	Pittsburg, Ft. Wayne & Chicago:						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	78	1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86	1st Mortgage (Series B)	875,000	7	Feb. & Aug.	"	1912	....
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	82	1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80	1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
Va. State Loan	249,962	7	"	"	1893	80	1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
Oswego Valley & Southern Kansas:							1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	....
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....	2d Mortgage (Series G)	860,000	7	Jan. & July.	"	1912	100
Oswego and Rome (R.W. & O.):							2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series K)	860,000	7	April & Oct.	"	1912	....
Oswego and Syracuse D.L. & W.:							2d Mortgage (Series L)	860,000	7	May & Nov.	"	1912	....
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....	2d Mortgage (Series M)	860,000	7	June & Dec.	"	1912	....
2d Mortgage, guaranteed	375,000	7	"	"	1885	....	3d Mortgage	2,000,000	7	April & Oct.	"	1912	94
Ottawa, Osw. & Fox R.V. (O.B. & A.):							Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876	....
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	....
Owensboro and Russellville:							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....	Port Huron & Lake Michigan:						
Pacific of Mo.:							1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....	Portland and Kennebec:						
1st Mortgage	7,000,000	7	Jan. & July.	"	1880	....	1st Mort. (K. & P.R.R.) 1851-'61	224,800	6	April & Oct.	Portland.	1883	....
Real Estate Bonds	500,000	10	various	St. Louis.	var.	....	Funded Int. bonds Oct. 1, 1862	22,648	6	"	Boston.	1883	....
St. Louis County Loan	700,900	6	Feb. & Aug.	"	'71-'73	....	Consol. (P. & K.R.R.) Apr. 1, 1865	790,700	6	"	"	1895	....
Panama:							Portland loan	100,000	6	"	"	....	....
Sterling Bonds £152,775 at 4.85	740,959	7	Feb. & Aug.	London.	1872	....	Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Sterling Bonds £19,350 at 4.85	93,847	7	April & Oct.	"	1875	....	Portland and Oxford Central:						
Sterling Bonds £597,800 at 4.85</													



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	....	Consolidated Mort.—1st class ..	\$722,500	7	{ Apr. & Oct	Philadelphia.	1890	....
2d Mortgage.....	79,875	....	— & —	— & —	....	....	" " 2d class...	850,000	7	" " " "	" "	1890	....
3d Mortgage.....	52,000	....	— & —	— & —	....	....	" " 3d class...	154,000	7	or	" "	1890	....
4th Mortgage.....	665,000	....	— & —	— & —	....	....	" " 4th class...	1,263,000	7	{ Jan. & Jul.	" "	1890	....
Seaboard and Dalton:							Virginia and Tennessee:						
1st Mort. (Ala. and Tenn. River)	538,000	7	Jan. & July.	New York.	1872	....	1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	89
2d Mort. (Ala. and Tenn. River)	241,100	8	" " "	" "	1894	....	2d Mortgage.....	25,500	6	" " "	" "	1868	77 1/2
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....	3d Mortgage (Enlarged).....	990,000	6	" " "	" "	1884	....
Shamokin Valley and Pottsville:							Income Bonds.....	138,500	6	" " "	" "	1866	....
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Funding Bonds (\$1,000,000).....	736,000	8	" " "	" "	1890	87
Shenandoah and Fond Lac:							Warren:						
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	....	1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
Sioux City and Pacific:							Warwick Valley:						
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	....	1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	" "	1898	....	Western Alabama:						
Romerset and Keinebec:							1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	West Wisconsin:						
2d Mortgage.....	250,000	6	" " "	" "	1876	....	1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
Shore Line (N. H. & N. L.):							West Chester and Philadelphia:						
1st Mortgage, reconstruction ..	55,000	7	March & Sept.	New Haven.	1880	....	1st Mortgage, convertible ..	400,000	7	Jan. & July.	Philadelphia.	1873	98
South Carolina:							2d Mortgage, registered ..	1,000,000	8	April & Oct.	" "	1878	....
Sterling Bonds £452,912 1/2.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	West Jersey:						
Sterling Bonds £59,031 1/2.....	262,736	5*	" " "	Charleston.	'71-'85	....	Loan of 1883 for \$400,000 .....	400,000	6	March & Sept.	Philadelphia.	1883	92
Domestic Bonds.....	418,016	6	" " "	" "	'73-'74	....	Loan of 1896 for \$1,000,000 .....	983,500	6	Jan. & July.	" "	1896	91 1/2
Domestic Bonds.....	563,500	7	April & Oct.	" "	'69-'72	....	Consolidated mort. for \$1,000,000	317,500	7	April & Oct.	" "	1899	103 1/2
Domestic Bonds.....	353,500	7	Jan. & July.	" "	'88-'91	....	Western (Boston and Albany).						
South and North Alabama:							Sterling Loans, £899,900.....	2,051,520	5*	April & Oct.	London.	'69-'71	....
1st Mort. (\$10,000 p.m.) endorsed	....	8	— & —	New York.	1889	....	Dollar Bonds.....	798,000	6	" " "	Boston.	1875	101 1/2
South Shore:							Western Maryland:						
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	93	1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	91
South Side, Va.:							1st Mortgage unendorsed.....	400,000	6	" " "	" "	1890	80
2d Mort., guar. by Petersburg ..	300,000	6	Jan. & July.	Petersburg.	'70-'75	....	2d Mort. for \$300,000, end. by B.	300,000	6	" " "	" "	1890	92
3d Mort. (for City Point R. R.).	175,000	6	" " "	" "	'65-'68	....	2d M. for \$300,000, end. by W. Co.	300,000	6	" " "	" "	1890	87
4th Mortgage.....	317,000	6	" " "	" "	'70-'72	....	New Preferred mortgage.....	600,000	6	" " "	" "	....	91 1/2
Consol. Mortgage.....	....	8	" " "	New York.	'84-'90	....	Western Pacific:						
South Side, L. I.:							1st mortgage.....	2,735,000	6	May & Nov.	New York.	1899	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	89 1/2	Government Lien.....	1,970,000	6	" " "	" "	....	....
South Western:							Western Pennsylvania:						
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85	....	1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	82
South West Pacific:							Western Union:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	1st Mortgage for \$5,000,000 .....	4,000,000	7	Feb. & Aug.	New York.	1896	....
Southern Minnesota:							Whitehall and Plattsburg:						
1st Mort. (10-20 yrs) \$20,000 p.m.	....	8	Jan. & July.	New York.	1888	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
Springfield and Columbus:							Wicomco and Pocomoke:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
Staten Island:							Wilm., Charlotte & Rutherford:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
Sterling Mountain:							1st Mortgage guar. by State.....	....	8	" " "	" "	1897	64 1/2
1st Mortgage.....	350,000	7	— & —	New York.	1874	....	Wilmington and Manchester:						
Sullivan:							1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	2d Mortgage, 2d pref.....	146,000	7	" " "	" "	1886	....
2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1880	....	1st Mortgage, 3d pref.....	528,000	7	" " "	" "	1886	....
Syracuse, Binghamton and N. Y.:							2d Mortgage.....	80,000	7	May & Nov.	" "	1873	....
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	Wilmington and Weldon:						
Summit Branch:							1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	86 1/2	2d Mortgage, Sterling.....	197,777	7*	May & Nov.	" "	1886	....
Sussex:							Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	89 1/2
1st Mortgage.....	200,000	6	— & —	New York.	18—	....	York and Cumberland (N. Cent.)						
Tiga:							3d Mortgage.....	500,000	6	May & Nov.	Baltimore.	1877	....
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	98	CANAL BONDS:						
Toledo, Peoria and Warsaw:							Chesapeake and Delaware:						
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	88 1/2	1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	97 1/2
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	" "	1896	87	Chesapeake and Ohio:						
2d Mortgage (W. Div.).....	1,900,000	7	April & Oct.	" "	1886	97	State (Md.) loan .....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Toledo, Wabash and Western:							Sterling, guaranteed .....	4,375,000	5*	" " "	London.	1890	....
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	98	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" " "	" "	1890	....	Delaware Division:						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	91 1/2	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" " "	" "	1871	....	Delaware and Hudson:						
Equipmt. Bonds (T. & W. 75m.)	600,000	7	" " "	" "	1883	82	1st Mortgage.....	631,000	7	March & Sept.	New York.	1870	....
Consol. M. (T. W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89	1st Mortgage (new) .....	1,500,000	7	May & Nov.	" "	1877	....
Troy and Boston:							Delaware and Raritan (See Cam						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	den and						
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....	Erne of Pennsylvania:						
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1866	....
Convertible Bonds.....	325,000	7	March & Sept.	" "	1882	....	Interest Bonds.....	161,960	7	" " "	" "	18—	....
Troy Union:							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	1st Loan.....	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Mortgage, guaranteed.....	500,000	6	" " "	" "	1878	....	2d Loan .....	5,606,100	6	" " "	" "	1884	87 1/2
Union Pacific:							3d Loan .....	2,000,000	6	" " "	" "	1897	92
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	88 1/2	Gold Loan.....	2,000,000	6*	" " "	" "	1894	....
2d Mortgage (Gov. subsidy).....	27,236,512	6*	" " "	" " "	'95-'99	88 1/2	Gold Loan.....	5,000,000	6*	June & Dec.	" "	1897	91 1/2
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y. & Boston	'87-'89	84	Convertible Loan.....	1,496,879	6	" " "	" "	1877	85 1/2
Income bonds .....	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	86 1/2	Monongahela Navigation:						
Union Pacific—Central Branch:							1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	2d Mortgage.....	67,000	6	" " "	" "	18—	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	" "	1895	....	Morris (and Banking):						
Union Pacific—Eastern Division:							1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	92 1/2
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	2d Mortgage.....	302,750	6	" " "	" "	1876	86
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	" "	1896	....	Boat Loan.....	232,087	6	" " "	" "	1885	80
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & July.	" "	'95-'97	....	North Branch:						
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	" "	1896	....	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
Land Grant Mort. for \$500,000.....	361,000	7	March & Sept.	" "	'71-'76	....	Schuylkill Navigation:						
Income bonds \$10,000 p. m.....	4,275,350	7	June 1, '71	" "	1916	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
Vermont Central:							2d Mortgage.....	3,980,670	6	Jan. & July.	" "	1882	86 1/2
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	88	Improvement Loan.....	1,601,670	6	May & Nov.	" "	1876	84
2d Mortgage.....	1,500,000	7	" " "	Philadelphia.	1891	41 1/2	Susquehanna and Tide Water:						
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	102	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
Vermont and Massachusetts:							Coupon Bonds.....	1,250,000	6	" " "	Baltimore.	1878	62 1/2
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	....	Preferred Interest Bonds.....	325,000	6	" " "	" "	1894	....
Vermont Valley:							Union (Pa.):						
1st Mortgage.....	386,000	7	April & Oct.	New York.	1890	....	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	11 1/2
2d Mortgage.....	114,000	6	" " "	Boston.	1890	....	West Branch and Susquehanna:						
3d Mortgage.....	298,200	7	" " "	New York.	1859	....	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	....
							Wyoming Valley:						
							1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	....

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

*an asterisk (\*)* occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]



Dec. 31, 1899	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	3244	3245	3246	3247	3248	3249	3250	3251	3252	3253	3254	3255	3256	3257	3258	3259
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## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "y."

Abstract of General Balance Sheet.									
Property and Assets.									
Year ending.	Railroad.		Rolling Stock.		Companies.		Liabilities.		Value of Shares.
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	Freight.	Car.	
Oct. 31, 1869	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Nov. 30, 1869	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Dec. 31, 1869	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jan. 31, 1870	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Feb. 28, 1870	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Mar. 31, 1870	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Apr. 30, 1870	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
May 31, 1870	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jun. 30, 1870	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jul. 31, 1870	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Aug. 31, 1870	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Sep. 30, 1870	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Oct. 31, 1870	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Nov. 30, 1870	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Dec. 31, 1870	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jan. 31, 1871	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Feb. 28, 1871	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Mar. 31, 1871	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Apr. 30, 1871	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
May 31, 1871	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jun. 30, 1871	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jul. 31, 1871	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Aug. 31, 1871	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Sep. 30, 1871	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Oct. 31, 1871	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Nov. 30, 1871	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Dec. 31, 1871	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jan. 31, 1872	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Feb. 28, 1872	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Mar. 31, 1872	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Apr. 30, 1872	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
May 31, 1872	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jun. 30, 1872	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jul. 31, 1872	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Aug. 31, 1872	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Sep. 30, 1872	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Oct. 31, 1872	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Nov. 30, 1872	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Dec. 31, 1872	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jan. 31, 1873	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Feb. 28, 1873	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Mar. 31, 1873	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Apr. 30, 1873	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
May 31, 1873	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jun. 30, 1873	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jul. 31, 1873	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Aug. 31, 1873	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Sep. 30, 1873	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Oct. 31, 1873	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Nov. 30, 1873	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Dec. 31, 1873	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jan. 31, 1874	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Feb. 28, 1874	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Mar. 31, 1874	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Apr. 30, 1874	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
May 31, 1874	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jun. 30, 1874	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jul. 31, 1874	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Aug. 31, 1874	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Sep. 30, 1874	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Oct. 31, 1874	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Nov. 30, 1874	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Dec. 31, 1874	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jan. 31, 1875	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Feb. 28, 1875	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Mar. 31, 1875	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Apr. 30, 1875	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
May 31, 1875	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jun. 30, 1875	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jul. 31, 1875	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Aug. 31, 1875	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Sep. 30, 1875	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Oct. 31, 1875	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Nov. 30, 1875	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Dec. 31, 1875	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jan. 31, 1876	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Feb. 28, 1876	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Mar. 31, 1876	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Apr. 30, 1876	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
May 31, 1876	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jun. 30, 1876	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jul. 31, 1876	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Aug. 31, 1876	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Sep. 30, 1876	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Oct. 31, 1876	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Nov. 30, 1876	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Dec. 31, 1876	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jan. 31, 1877	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Feb. 28, 1877	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Mar. 31, 1877	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Apr. 30, 1877	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
May 31, 1877	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jun. 30, 1877	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jul. 31, 1877	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Aug. 31, 1877	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Sep. 30, 1877	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Oct. 31, 1877	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Nov. 30, 1877	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Dec. 31, 1877	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jan. 31, 1878	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Feb. 28, 1878	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Mar. 31, 1878	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Apr. 30, 1878	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
May 31, 1878	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jun. 30, 1878	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jul. 31, 1878	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Aug. 31, 1878	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Sep. 30, 1878	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Oct. 31, 1878	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Nov. 30, 1878	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Dec. 31, 1878	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jan. 31, 1879	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Feb. 28, 1879	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Mar. 31, 1879	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Apr. 30, 1879	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
May 31, 1879	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jun. 30, 1879	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Jul. 31, 1879	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Aug. 31, 1879	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Sep. 30, 1879	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Oct. 31, 1879	70.0	1.0	27.6	1.0	24	3	934	3,320,000	560,000
Nov. 30									



[illegible]

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

(An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "s.".

Abstract of General Balance Sheet.																								
Years ending	Railroad.			Rolling Stock.			Property and Assets.			Liabilities.					Operations.			Earnings.		Value of Shares				
	Main Line.	Branch Line.	2d Track and Siding.	Railroad in progress.	Engines.	Cars.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Carried one mile.	Freight.	Gross.		Net.	Dividends.	Market.	
	M.	M.	M.	M.	M.	M.	\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	Number.	Tons.	\$	\$	pc.	p.c.		
Sept. 30, 1869	68.1	3.4	13.0	0.6	1.2	171.0	10	31	Spartanburg and Union s. South Carolina	1,340,882	327,400	761,296	647,380	125,000	1,049,306	68.0	68.0	503,198	4,000	1,279,043	21,762	100		
Dec. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	150 Springfield, Mt. Vernon & Pittsb. Ohio	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	78.0	78.0	176,452	180,000	1,500,000	21,762	100		
Sept. 30, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Staten Island New York	389,779	389,779	389,779	389,779	389,779	389,779	13.0	13.0	176,452	180,000	1,500,000	21,762	100		
Sept. 30, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	124 Sterling Mountain New York	602,468	602,468	602,468	602,468	602,468	602,468	7.6	7.6	176,452	180,000	1,500,000	21,762	100		
Nov. 30, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Stockbridge and Pittsfield Mass.	444,000	444,000	444,000	444,000	444,000	444,000	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Sept. 30, 1870	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Stony Brook and Pittsfield Mass.	267,300	267,300	267,300	267,300	267,300	267,300	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Oct. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Sullivan and Erie Penn.	600,000	600,000	600,000	600,000	600,000	600,000	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Dec. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Sussex Penn.	459,944	459,944	459,944	459,944	459,944	459,944	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Sept. 30, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Syracuse, Binghamton and N. York N.Y.	3,550,994	3,550,994	3,550,994	3,550,994	3,550,994	3,550,994	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Sept. 30, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Syracuse and Chenango Valley New York	392,971	392,971	392,971	392,971	392,971	392,971	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Oct. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Tanok Branch Mass.	2215,996	2215,996	2215,996	2215,996	2215,996	2215,996	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Nov. 30, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Terre Haute and Indianapolis Ind.	843,402	843,402	843,402	843,402	843,402	843,402	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Oct. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Terra Haute and Indianapolis Ind.	9,100,000	9,100,000	9,100,000	9,100,000	9,100,000	9,100,000	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Dec. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Toledo, Perrin and Warsaw Penn.	228,000	228,000	228,000	228,000	228,000	228,000	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Dec. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Toledo, Perrin and Warsaw Penn.	228,000	228,000	228,000	228,000	228,000	228,000	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Sept. 30, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Troy and Boston Conn.	2,298,138	2,298,138	2,298,138	2,298,138	2,298,138	2,298,138	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Sept. 30, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Troy and Greenfield N.Y.	294,968	294,968	294,968	294,968	294,968	294,968	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Nov. 30, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Tyone and Clearfield Penn.	914,609	914,609	914,609	914,609	914,609	914,609	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Oct. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Union Pacific Central Branch Kansas	1,063,978	1,063,978	1,063,978	1,063,978	1,063,978	1,063,978	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Apr. 30, 1870	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Union Pacific Central Branch Kansas	1,063,978	1,063,978	1,063,978	1,063,978	1,063,978	1,063,978	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Sept. 30, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Utica and Black River N.Y.	1,810,000	1,810,000	1,810,000	1,810,000	1,810,000	1,810,000	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Sept. 30, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Utica, Chenango and Susq. Valley N.Y.	1,580,222	1,580,222	1,580,222	1,580,222	1,580,222	1,580,222	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
May 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Vermont Central Vermont	10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
May 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Vermont Central Vermont	1,425,844	1,425,844	1,425,844	1,425,844	1,425,844	1,425,844	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
May 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Vermont Valley Vermont	3,200,000	3,200,000	3,200,000	3,200,000	3,200,000	3,200,000	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Feb. 28, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Virginia and Tennessee s. Virginia	8,012,873	8,012,873	8,012,873	8,012,873	8,012,873	8,012,873	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Sept. 30, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Warren, Valley and Tennessee s. New York	2,059,050	2,059,050	2,059,050	2,059,050	2,059,050	2,059,050	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Dec. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Warwick Valley New York	199,161	199,161	199,161	199,161	199,161	199,161	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Dec. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Washington, Alex. & Georgetown, D. C. & Va.	1,423,917	1,423,917	1,423,917	1,423,917	1,423,917	1,423,917	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Dec. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	West Chester and Philadelphia Penn.	619,446	619,446	619,446	619,446	619,446	619,446	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Sept. 30, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	West Shore Hudson River New York	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Dec. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Western (Coal) s. North Carolina	1,025,016	1,025,016	1,025,016	1,025,016	1,025,016	1,025,016	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Dec. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Western Maryland s. Maryland	2,560,000	2,560,000	2,560,000	2,560,000	2,560,000	2,560,000	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Dec. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Western North Carolina North Carolina	3,179,441	3,179,441	3,179,441	3,179,441	3,179,441	3,179,441	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Dec. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Western Pennsylvania Penn.	1,900,000	1,900,000	1,900,000	1,900,000	1,900,000	1,900,000	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Dec. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Western Union s. Wisconsin and Illinois	2,007,467	2,007,467	2,007,467	2,007,467	2,007,467	2,007,467	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Dec. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	West Wisconsin West Wisconsin	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Dec. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	White Mountains s. New Hampshire	290,000	290,000	290,000	290,000	290,000	290,000	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Dec. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	White Mountains s. New Hampshire	375,000	375,000	375,000	375,000	375,000	375,000	10.0	10.0	176,452	180,000	1,500,000	21,762	100		
Dec. 31, 1869	68.0	2.9	13.0	0.6	1.2	171.0	10	31	Wilmington and Fokomoke s. Maryland	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000									



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment		Share Capital	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
					\$	\$		Bonded Debt.	Floating Debt.	Gross.	Net.		P. c.	Par.	Paid.
Sept. 30, '70	7.25	94	14	Albany.....N.Y.	156,100	110,300		40,000		\$7,061	\$2,592	P. 5.	\$100	\$100	\$
Sept. 30, '70	0.96			Albany st. Freight (B'ton). Mass.	47,765	75,000			1,136	2,654			100	100	
Oct. 31, '68	3.41	11	4	Allentown.....Pa.	30,118	30,500				12,733	1,886		100	100	
Sept. 30, '70	22.00	479	73	Baltimore City.....Md.	1,975,049	900,000	694,000	29,500		480,046		6	100	100	2
Sept. 30, '70	3.36			Bleeker st. & F.F. (N.Y.C.) N.Y.	110,000	110,000				316,259	54,828		100	100	3
Sept. 30, '70	2.75			Boston and Chelsea.....Mass.	41,000	41,000				4,400	4,904	4	100	100	
Sept. 30, '70	10.76	192	49	Boston & West Roxbury. Mass.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100		
Sept. 30, '70	16.00	798	112	B'dway & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000		707,983	242,248	6	100	100	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I. N.Y.	180,855	170,000	80,000	91	35,842	8,514		100	100		
Sept. 30, '70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	115,633	12.0	100			
Sept. 30, '70	24.33	211	49	B'klyn City, Hun. P. & P. N.Y.	685,864	300,000	379,000	30,448	166,955	24,058		100	100		
Sept. 30, '70	11.00	190	41	Brooklyn City & Newtown. N.Y.	600,000	600,400			160,922	23,653		100	100		
Sept. 30, '70	6.00			B'klyn Flatb. & Coney Isl. N.Y.	103,000	183,000	100,000	(Open Oct. 1, 1870.)				100	100		
Sept. 30, '70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000					100	100		
Sept. 30, '70	4.50			Brooklyn & Rockaway Bh. N.Y.	210,795	145,500	84,500	3,000	34,357	18,241		100	100		
Sept. 30, '70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,000	341,464	14,927	164,022	19,466		100	100		
Sept. 30, '70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910		7	100	100	
Sept. 30, '70	27.43			Cambridge (Boston).....Mass.	734,671	727,890	150,000	74			9.0	100	100	10	
Sept. 30, '70	4.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000		18,733	5,035	10	100	100		
Sept. 30, '70	36.00	761	141	Cen. P. & N. E.R. (N.Y.C.) N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485		100	100		
Oct. 31, '70	7.25	250	50	Citizens' (10th & 11th sta.) (Ph.) Pa.	707,264	192,750			251,773	76,780	36.3	50	191		
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,585	16.3	50	44		
Sept. 30, '70	14.83	210	18	Coney Island (Brooklyn).....N.Y.	647,393	500,000	214,000	39,238	147,669	17,414		100	100		
Sept. 30, '70	22.79	819	109	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8	100	100		
Sept. 30, '70	3.50	12		Dunkirk and Fredonia.....N.Y.	42,851	34,825			8,544	4,106	7	100	100		
Sept. 30, '70	11.76			East New York & Jamaica N.Y.	257,698	171,700	82,700	1,619	27,701	4,241		100	100		
Oct. 31, '70	1.63	12	3	Easton and S. Easton.....Pa.	25,230	29,562			9,799	2,577	5.0	25	20		
Sept. 30, '70	18.00	867	161	Eighth Avenue (N.Y. City) N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100		
Dec. 31, '70	6.00			Elizabeth & Newark.....N.J.	224,749	200,000		24,738	34,986	11,129	5.5	100	100		
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20,296		16,143			50	9		
Sept. 30, '70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000		12,327	2,155		100	100		
Sept. 30, '70	9.63	232	54	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,052,479	748,000	215,000		384,800	93,276	10.0	100	100		
Oct. 31, '70	17.04	301	45	Frankford & Southwark (Ph.) Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49		
Sept. 30, '70	3.25	26	6	Genesee & Water st. (Syr.) N.Y.	59,354	42,500	12,700		13,505	1,139		100	100		
Nov. 31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,720	307,545	350,000		356,759	102,350	10.5	50	15	334	
Oct. 31, '70	9.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000			161,905	37,685	6.0	10	17		
Sept. 30, '70	9.00	90	15	Gr'd st. & Newtown (B'tn) N.Y.	270,000	170,000	90,000		89,627	8,162		100	100		
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.) Pa.	243,615	150,000	100,000		180,211	32,244	6.0	50	15	48	
Sept. 30, '70	10.00	112	24	Harlm. Br. Morr. & F'dham. N.Y.	280,682	114,010	134,000	4,000	74,945	7,894		100	100		
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2		25	24		
Oct. 31, '70	14.19	336	66	Hest. Mant. & F'mount (Ph.) Pa.	471,248	306,336	164,400	1,000	262,890	49,315	6.5	50	7	211	
Sept. 30, '70	3.56	27	9	Kingston and Rondout.....N.Y.	79,833	75,000			22,129	3,252		100	100		
Oct. 31, '70	6.29	116	17	Lombard and South st. (Ph.) Pa.	168,555	105,000	62,500		100,785	9,201		100	100		
Sept. 30, '70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830			23,811	2,431		100	100		
Sept. 30, '70	11.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.		100	100		
Sept. 30, '70	3.41			Malden and Melrose (B'tn). Mass.	60,246	200,000	45,872		16,740	Loss.		100	100		
Sept. 30, '70	0.91			Marginal Freight (Boston). Mass.	191,834	191,500		46,454	1,144			100	100		
Sept. 30, '70	3.07			Medford & Charleat. (B'tn). Mass.	36,000	21,000	4,000		1,120			100	100		
Sept. 30, '70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000		6,174	23,375			100	100		
Sept. 30, '70	33.66	914	170	Metropolitan (Boston).....Mass.	1,624,594	1,250,000	297,271	686,303	99,519	10.9	100	100	754		
Sept. 30, '70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419		100	100		
Dec. 31, '70	8.40			Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	31,807	2,962		100	100		
Sept. 30, '70	12.20	180	53	Ninth Avenue (N.Y. City) N.Y.	476,598	707,320	167,000		124,733	3,330		100	100		
Sept. 30, '70	3.22	16	5	Northampton & Wmbury. Mass.	300,000	300,000		3,853	9,939	Loss.		100	100		
Oct. 30, '70	2.16			North Woburn (Boston).....Mass.	24,012	25,000	8,000	3,195	1,920	1,920		100	100		
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Phg.) Pa.	121,097	59,500	17,000	50,163	55,655			50	50		
Dec. 31, '70	17.29	167	28	Orange and Newark.....N.J.	897,022	282,555	548,000	76,695	195,357	37,874		100	100		
Nov. 31, '68	3.81	30	15	Passenger (Cin.).....O	100,000	100,000			42,205	6,185	6.0	100	100		
Dec. 31, '70	12.08	336	76	Peoples' street (Scranton) Pa.	134,917	125,500			321,866	52,994	21.8	50	15		
Dec. 31, '70	6.55			Philadelphia City (C. & W.) Pa.	450,231	225,000	200,000	25,231	1,000	8,000	4.0	20	12		
Oct. 31, '70	12.88	129	25	Philadelphia and Darby.....Pa.	257,000	200,000	57,000		116,645	26,109		50	25	31	
Oct. 31, '70	8.25	154	28	Phg., Allegheny & Manchest. Pa.	144,202	140,000	23,000		144,003	41,264	11.4	50	35		
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham.. Pa.	132,615	100,000	10,600	52,248	84,200	12,509	12.0	50	44		
Dec. 31, '68	6.85	92	16	Portland.....Me.	180,300	160,300		600	45,007	12,509	7	100	100		
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk (Ph.) Pa.	182,540	120,500	63,300	10,000	36,970	Loss.	2.0	50	25	15	
Sept. 30, '70	10.00	72	20	Rochester and Brighton.....N.Y.	91,626	60,000	7,208	34,015	Loss.	Loss.		100	100		
Sept. 30, '70	7.38	47	21	Salem.....Mass.	293,434	150,000	35,600	22,968	36,320	Loss.		100	100		
Dec. 31, '70	3.49			Schuylkill River (Phila.) Pa.	47,463	50,000			5,000	5,000	10.0	50	5		
Sept. 30, '70	16.00	672	100	Second Avenue (N.Y. City) N.Y.	1,959,777	888,100	1,100,000		570,533	93,991	2	100	100		
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.) Pa.	644,143	573,417	109,300		504,136	109,950	10.0	50	30	66	
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.) Pa.	119,822	160,000			111,446	17,833	12.5	50	16	21	
Sept. 30, '70	8.38	680	82	Sixth Avenue (N.Y. City) N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10	100	100		
Sept. 30, '70	3.61			Somerville (Boston).....Mass.	75,00										



## REFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (t) have equal dividends with lessees' stock.)

COMPANIES.	Amount out- standing.	Div'ds Rate. Paid.	Market Price.
<b>RAILROAD STOCKS:</b>			
Atlantic & Gt. West'n (O. D.), pref.	\$1,010,000	7	7
Atlantic and St. Lawrence* guar.	2,494,000	4	4
Baltimore and Ohio, pref.	3,000,000	6	6
Berkshire* guaranteed	600,000	7	7
Blossburg and Corning* guar.	250,000	6	6
Boston, Concord and Montreal, pref.	1,840,000	6	75
Buffalo, N. York and Erie* guar.	950,000	7	74
Camden and Atlantic, pref.	753,895	7	7
Catawissa* pref. and guar.	2,200,000	7	96
Cayuga and Susquehanna* guar.	589,110	9	9
Cedar Rapids & Missouri* preferred	755,000	7	7
Central Ohio, preferred	400,000	7	29
Chomung* guar.	380,000	6	6
Cheshire, preferred	2,017,815	7	8
Chicago and Alton, pref.	2,425,400	7	124
Chicago, Iowa and Nebraska* guar.	2,600,000	10	10
Chicago and Northwestern, pref.	20,370,293	7	92
Cleveland and Mahoning* guar.	2,050,000	7	7
Cleveland and Toledo* guar.	6,250,000	34	34
Cocheco, preferred	177,750	8	8
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	91
Cumberland Valley, 1st pref.	241,900	8	8
" 2d pref.	242,000	8	8
Delaware* guaranteed	594,341	6	6
Detroit & Milwaukee* preferred and guaranteed	1,500,000	6	6
Dubuque and Sioux City* preferred and guaranteed	1,988,170	7	97
Dubuque Southwestern, pref.	330,308	7	7
Eastern (N. H.)* guaranteed	492,500	8	8
Elmira, Jefferson and Canandaigua* guaranteed	500,000	5	5
Elmira and Williamsport* guar.	500,000	5	5
Elmira and Williamsport* preferred and guaranteed	500,000	7	90
Erie, preferred	8,586,910	7	58
Evansville and Crawfordville pref.	100,000	7	7
Hannibal and St. Joseph, pref.	5,078,224	7	79
Harrisburg and Lancaster* guar.	1,182,550	7	7
Housatonic, preferred	1,180,000	8	105
Huntingdon & Broad Top Mountain, preferred	190,750	7	34
Joliet and Chicago* guar.	1,500,000	7	7
Joliet and Northern Indiana* guar.	300,000	8	8
Lackawanna and Bloomsburg, pref.	500,000	7	7
Leeds and Farmington* guar.	2,046,100	7	7
Little Schuylkill* guar.	2,046,100	7	7
Louisville, Cincinnati and Lexington preferred	848,709	9	9
Marietta and Cincinnati, 1st pref.	6,586,135	6	87
" 2d pref.	4,051,744	6	9
Manchester and Lawrence* guar.	1,000,000	9	9
Michigan Southern, guaranteed	586,800	10	10
Mill Creek and Mine Hill* guar.	323,375	10	10
Milwaukee and St. Paul, preferred	9,744,268	7	81
Mine Hill and Schuylkill Haven* guaranteed	3,775,000	8	8
Mount Carbon & Pt. Carbon* guar.	282,250	12	12
New Haven and Northampton* guar.	1,344,000	2	2
New York and Harlem, pref.	1,500,000	8	128
Niagara Bridge and Canandaigua* guar.	1,000,000	6	6
North Eastern (S. C.) preferred	155,000	8	8
Ogdensburg and L. Champlain, pref.	1,037,000	8	104
Ohio and Mississippi, pref.	3,500,000	7	79
Paterson and Hudson* guar.	630,000	8	8
Paterson and Ramapo* guar.	248,000	5	5
Peoria and Bureau Valley* guar.	1,200,000	6	6
Philadelphia and Erie	5,996,700	10	10
Philadelphia and Reading, pref.	1,551,800	10	10
Philadelphia and Trenton* guar.	1,099,720	10	10
Pittsfield and North Adams* guar.	450,000	6	6
Potl. & Kennebec (Yarmouth) guar.	200,000	6	6
Portland, Saco & Portsmouth* guar.	1,500,000	6	6
Portsmouth and Concord* guar.	350,000	7	7
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7
Rochester and Genesee Valley* guar.	557,550	7	7
Rutland, preferred	77,950	7	95
St. Louis, Alton and T. H., pref.	2,040,000	7	57
Sandusky and Cincinnati, pref.	445,800	6	36
Schuylkill Valley* guar.	578,000	6	36
Shamokin Valley & Pottsville* guar.	869,450	5	5
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	7
" (E. D.) pref.	1,700,000	7	7
Toledo, Wabash and Western, pref.	1,000,000	7	82
Troy and Greenbush* guar.	274,000	7	7
Vermont and Canada* guar.	2,500,000	8	8
Warren* guar.	1,408,300	7	7
White Mountains* guar.	200,000	5	5
Wright, York & Gettysburg* pref.	317,050	2	2

<b>CANAL STOCKS:</b>			
Delaware Division* guar.	1,033,350	8	8
Morris, preferred	1,175,000	10	120
Schuylkill Navigation, pref.	2,888,997	6	36
Union, preferred	1,000,000	8	2

<b>MISCELLANEOUS STOCKS:</b>			
Cumberland Coal, pref.	1,000,000	6	6
Mariposa Mining, pref.	5,774,400	7	54

## WHOLESALE PRICE CURRENT.

IRON-DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	31	50	@	36	-
Pig, American, No. 1.....	per ton	35	-	@	36	-
Pig, American, No. 2.....	per ton	33	-	@	34	-
Pig, American, Forge.....	per ton	31	-	@	32	-
Bar, Refined, English and American.....	per ton	73	-	@	74	-
Bar, Swedes, assorted sizes.....	(gold)	85	-	@	100	-

		STORE PRICES.	
Bar, Swedes, ordinary sizes.....	105	@	115
Bar, Refined.....	75	@	76
Bar, Common.....	70	@	72 50
Scroll.....	95	@	125
Ovals and Half-round.....	95	@	120
Band.....	90	@	95
Horse Shoe.....	95	@	100
Rods, 1/2-16 inch.....	82 50	@	120
Hoop.....	100	@	140
Nail Rod..... per lb.	-	@	67
Sheet, Russia, as to No.'s..... (gold)	-	@	122
Sheet, Single D. and T. Common.....	44	@	51
Rails, English..... (gold)..... per ton.	57	@	57
Rail, American, at Works in Penna. c'y.	59	@	71
Anvils, (Eagle)..... per lb. currency.	-	@	8

<b>STEEL-DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)</b>					
English, Cast, (2d and 1st quality).....	per lb.	15	@	18	-
English Spring (2d and 1st quality).....	per lb.	7	@	10	-
English Blister (2d and 1st quality).....	per lb.	10	@	17	-
English Machinery.....	per lb.	11	@	13	-
English German (2d and 1st quality).....	per lb.	10	@	12	-
American Blister "Black Diamond".....	per lb.	-	@	12	-
American, Cast, Tool, do.....	per lb.	15	@	16	-
American, Spring, do.....	per lb.	9	@	11	-
American Machinery, do.....	per lb.	10	@	11	-
American German, do.....	per lb.	9	@	11	-

<b>NAILS—DUTY</b> Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)						
Cut, 10d. @ 60d.....	per 100 lb	4	35	@	—	—
Cut Spikes, all sizes.....	do	4	50	@	—	—
Clinch.....	do	5	75	@	6	25
Horse Shoe, Forged (No. 10 to 5).....	per lb.	19	—	@	31	—
Copper.....	do	36	0	@	38	—

<b>TIN-DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.</b>					
Banca .....	(gold)	per lb.	44	@	41
Straits .....	(gold)	per lb.	30	@	36
English .....	(gold)	per lb.	35	@	35
Plates—Fair to good brands.....	(gold)	per lb.	—	@	10
I. C. Charcoal.....	per box	8 62	@	9	—
I. C. Coke.....	per ton	7 50	@	8 50	—
Coke Terne.....	per ton	6 25	@	7 50	—
Charcoal Terne.....	per ton	8	@	8 50	—

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents					
	per gallon				
Crude, 40 @ 48 gravity (in bulk), per gall.		134	@	134	
Crude, 40 @ 47 gravity (in shipping order)		17	@	17	
Refined, Standard White (in ship's order)		24	@	24	
Refined, prime White (in shipping order)		24	@	27	
Refined, S. W. (in jobbing lots)		24	@	26	
Refined, S. W. (in tin)		28	@	30	
Naphtha, Refined, (65 @ 73 gravity)		9	@	10	
Residuum.....	per bbl.	4	@	—	

<b>GLASS-DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.</b>					
<b>American Window. (Single Thick.)</b>					
	Sizes.	1st. A.	2d. B.	3d. C.	4th. D.
6 by 8 to 7 by 9.....		\$7.75	\$7.00	\$6.50	\$6.00
8 by 10 to 10 by 15.....		8.25	7.50	7.00	6.50
11 by 14 to 12 by 18.....		9.75	9.00	8.00	7.00
14 by 16 to 16 by 24.....		10.50	9.50	8.50	7.50
18 by 22 to 18 by 30.....		12.25	11.25	10.00	8.00
20 by 24 to 24 by 30.....		15.00	13.75	11.50	9.00
24 by 31 to 24 by 36.....		16.50	15.00	12.50	10.00
25 by 36 to 30 by 44.....		17.50	16.00	14.50	12.00
30 by 46 to 32 by 48.....		20.00	18.00	15.00	13.50
32 by 46 to 32 by 56.....		22.00	20.00	17.00	14.50
Above.....		25.00	23.00	20.00	16.00

(The above subject to a discount of 55@60 per cent.)					
<b>French Window-1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, Aug. 20th.)</b>					
6 by 8 to 8 by 10.....	(4 qts.)	per 50 feet	10	@	7.75
8 by 11 to 10 by 15.....	(4 qts.)	per 50 feet	10	@	8
11 by 14 to 12 by 18.....	(4 qts.)	per 50 feet	12	@	9.25
14 by 16 to 16 by 24.....	(4 qts.)	per 50 feet	12	@	9.75
18 by 22 to 18 by 30.....	(4 qts.)	per 50 feet	15	@	10.50
20 by 24 to 24 by 30.....	(4 qts.)	per 50 feet	15	@	12
24 by 31 to 24 by 36.....	(4 qts.)	per 50 feet	19	@	12.50
25 by 36 to 30 by 44.....	(3 qts.)	per 50 feet	21	@	16
30 by 46 to 32 by 48.....	(3 qts.)	per 50 feet	23	@	17
32 by 46 to 32 by 56.....	(3 qts.)	per 50 feet	24	@	18
32 by 56 to 34 by 60.....	(3 qts.)	per 50 feet	26	@	19.50
34 by 58 to 34 by 60.....	(3 qts.)	per 50 feet	30	@	22
36 by 60 to 40 by 60.....	(3 qts.)	per 50 feet	36	@	28

(Subject to a discount of 55@65 per cent.)					
<b>English sells at 40@50 per cent. off the above rates.</b>					

## New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Canton Co.....	145	145	145	145	145	145
Central Pacific 6s.....	98	98	98	98	98	98
Central of N. Jersey.....	105	105	105	105	105	105
Chicago & Alton.....	125	125	125	125	125	125
.. pref.....	103	103	103	103	103	103
.. 1 M.....	103	103	103	103	103	103
.. S. F.....	103	103	103	103	103	103
.. Inc. bds.....	103	103	103	103	103	103
Chicago, Burl. & Q.....	145	140	140	139	139	139
.. 8s, 1883.....	71	70	71	71	70	71
Chic. & Northwestern.....	91	91	92	91	91	92
.. pref.....	91	91	92	91	91	92
.. 1st M.....	91	91	92	91	91	92
.. S. F.....	91	91	92	91	91	92
.. Consol.....	92	91	91	91	91	91
Chic. Rock Isl. & Pac. 108	108	108	108	108	108	108
Chl. R. I. & Pa. 7s, 1896.....	101	101	102	102	102	102
Clev. Col. C. and Ind.....	121	121	121	121	121	121
Clev. and Pittsburg.....	121	121	121	118 3/4	118 3/4	118 3/4
.. 2 M.....	121	121	121	121	121	121
.. 3 M.....	121	121	97	121	121	121
.. 4 M.....	121	121	97	121	121	121
Clev. and Toledo.....	121	121	121	121	121	84
.. S. F. 7s.....	121	121	121	121	121	121
Col. Chl. & Ind. C.....	19	19	20	20	20	20
.. 1 M.....	88 3/4	88 3/4	89	89	89	88 3/4
.. 2 M.....	88 3/4	88 3/4	89	89	89	88 3/4
Cumberland Coal pref.....	119	119	119	119	119	119
Del. & Hudson Canal.....	109	109	109	109	109	109
Del. Lack. & Western.....	108	108 3/4	108 3/4	108 3/4	108 3/4	108 3/4
.. 1 M 7s.....	108	108	108	108	108	108
.. 2 M 7s.....	108	108	108	108	108	108
Dubuque & Sioux City.....	29	29	29 1/2	29	30	30 1/2
Erie Railway.....	29	29	29 1/2	29	30	30 1/2
.. pref.....	58	58	58 1/2	58 1/2	59 1/2	59 1/2
.. 1 M 7s, 1897.....	103	103	103	103	103	103
.. 2 M 7s, 1879.....	103	103	103	103	103	103
.. 3 M 7s, 1883.....	89 1/2	89 1/2	89	89	89	89 1/2
.. 4 M 7s, 1880.....	89 1/2	89 1/2	89	89	89	89 1/2
.. 5 M 7s, 1888.....	86	86	86	86	86	86
Great Western 2d mort.....	72 1/2	72 1/2	71 1/2	70 1/2	70 1/2	70 1/2
Hannibal & St. Joseph. 72 1/2	83 1/2	83 1/2	82 1/2	82 1/2	81 1/2	81 1/2
.. pref.....	84 1/2	83 1/2	82 1/2	82 1/2	81 1/2	81 1/2
.. 8s, conv.....	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Hudson River.....	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
.. 2 M. S. F.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
.. 3 M 7s, 1875.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Illinois Central.....	106	106	106	106	106	106
.. bonds.....	106	106	106	106	106	106
Lake Shore & Mich. S'th. 109 1/2	109 1/2	108 1/2	109	109 1/2	109 1/2	110 1/2
Lake Shore Div. bonds.....	109 1/2	108 1/2	109	109 1/2	109 1/2	110 1/2
Marietta & Cin. 1st pref.....	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2
.. 2d pref.....	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2
Michigan Central.....	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2
.. S. F. 8s, 1882.....	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
M. & N. I. 1 M. S. F.....	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
.. 2 M.....	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
Mariposa Mining Co.....	3 1/2	3 1/2	5 1/2	5 1/2	5 1/2	5 1/2
.. pref.....	6	6	5 1/2	5 1/2	5 1/2	5 1/2
.. Tr. 20s cts.....	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Milw. and St. Paul.....	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
.. pref.....	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2
.. 1st mort.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
.. 2d mort.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
.. 8s.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
.. 7 3-10s con.....	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Missouri 6s.....	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
.. H. & St. J. iss.....	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Morris and Essex.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
.. 1st mort.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
.. 2d mort.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
New York Central.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
.. 7s, S. F. 1876.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
.. 6s, S. F. 1883.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
.. 6s, S. F. 1887.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
N. Y. Cen. & Hud. Riv. 97 1/2	97 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
.. certificates.....	93 1/2	93 1/2	94 1/2	94 1/2	94 1/2	94 1/2
N. York and Harlem.....	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2
.. pref.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
.. 1 M. 7s, 1873.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
N. Carolina 6s, old.....	45	45	45	45	45	45
.. new.....	27	27	27	27	27	27
Ohio and Miss.....	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2
.. pref.....	79	78	78	78	78	79
.. 1st M.....	79	78	78	78	78	79
Pacific Mail S. S. Co.....	47	46 1/2	47 1/2	47 1/2	47 1/2	48 1/2
Panama.....	53	53	53	54	54	54
Phila. and Reading.....	114 1/2	113 1/2	114	114 1/2	114 1/2	114 1/2
Pitts., Ft. W. & Chi. gtd. 99	99	99	99 1/2	99 1/2	99 1/2	99 1/2
.. 1 M.....	106	106	106	106	106	106
.. 2 M.....	106	106	106	106	106	106
.. 3 M.....	106	106	106	106	106	106
Quicksilver Mining Co.....	12	12	12	12	12	12
St. L., Alton & T. H.....	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
.. pref.....	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
.. 1 M.....	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
.. 2 M. pref.....	84 1/2	84 1/2	85	85	85	85
.. Income bds.....	85	85	85	85	85	85
Tennessee 6s, old.....	74	74 1/2	74 1/2	75	75 1/2	75 1/2
.. new.....	74 1/2	74 1/2	74 1/2	75 1/2	75 1/2	75 1/2
Tol., Wab. & Western.....	62 1/2	6 1/2	63 1/2	63 1/2	62 1/2	63 1/2
.. pref.....	91	91	91	91	91	91
.. 1 M.....	91	91	91	91	91	91
.. 2 M.....	91	91	91	91	91	91
.. Equipment.....	86	86	86	86	86	86
.. St. Lou. Div. 86	86	86	86	86	86	86
Union Pacific.....	28 1/2	28 1/2	29 1/2	31 1/2	31 1/2	32 1/2
.. 1st mort.....	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	88 1/2
.. L. Gt. 7s.....	82 1/2	82 1/2	84	84	84	84
.. Inc. 10s.....	84	86	86	86	86	86 1/2
Virginia 6s, old.....	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2
.. new.....	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2



## New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 9.

Th.3. F.4. Sat.5. M.7. Tu.8. W.9

## FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	110	110	110	110	110
U. S. 5s, 1874, coup.	110	110	110	110	110
U. S. 5s, 10-40s, coup.	110	110	110	110	110
U. S. 5s, 10-40s, reg.	110	110	110	110	110
U. S. 5s, 1881, reg.	110	110	110	110	110
U. S. 5s, 1881, coup.	110	110	110	110	110
U. S. 5s, '81, O.W.L.	110	110	110	110	110
U. S. 5s, 5-20s reg. '82.114	114	114	114	114	114
U. S. 5s, 5-20s, c. 1862.	114	114	114	114	114
U. S. 5s, 5-20s, reg. '64.	114	114	114	114	114
U. S. 5s, 5-20s, c. 1864.	114	114	114	114	114
U. S. 5s, 5-20s, reg. '65.	114	114	114	114	114
U. S. 5s, 5-20s, c. 1865.	114	114	114	114	114
U. S. 5s, 5-20s, r. n. '65.112	112	112	112	112	112
U. S. 5s, 5-20s, c. n. '65.	112	112	112	112	112
U. S. 5s, 5-20s, reg. '67.112	112	112	112	112	112
U. S. 5s, 5-20s, c. 1867.113	113	113	113	113	113
U. S. 5s, 5-20s, reg. '68.	113	113	113	113	113
U. S. 5s, 5-20s, c. '68..113	113	113	113	113	113
U. S. 5s, Pac.R.R.issue.	114	114	114	114	114

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 8.

W.2. Th.3. F.4. Sat.5. M.7. Tu.8

Catawissa	47	47	47	47	47
Camden and Amboy	120	120	120	120	120
6s, 1875	90	90	90	90	90
6s, 1883	90	90	90	90	90
6s, 1889	90	90	90	90	90
mort. 6s, '89 96	96	96	96	96	96
Elmira & Williamsport	95	95	95	95	95
6s, 1884	91	91	91	91	91
Gold L.	91	91	91	91	91
R. R. L.	91	91	91	91	91
Conv. L.	91	91	91	91	91
Lehigh Valley R.R.	60	60	60	60	60
6s new coup.	46	46	46	46	46
6s new reg.	46	46	46	46	46
Little Schuylkill R.R.	46	46	46	46	46
7s	46	46	46	46	46
Minehill	46	46	46	46	46
Morris Canal	46	46	46	46	46
1st mort.	46	46	46	46	46
North Pennsylvania	50	50	50	50	50
6s, 1880	99	99	99	99	99
7s	99	99	99	99	99
10s, 1887	99	99	99	99	99
Northern Central	40	40	40	40	40
Oil Creek & Alleg. Riv.	49	49	49	49	49
7s	49	49	49	49	49
Pennsylvania R. R.	61	61	61	61	61
1st M.	101	101	101	101	101
2d M.	101	101	101	101	101
Gen. mort.	94	94	94	94	94
reg. 90	94	94	94	94	94
Penn. State, 6s, 1st series	102	102	102	102	102
6s, 2d series.105	105	105	105	105	105
6s, 3d series.	108	108	108	108	108
6s, W. L.	100	100	100	100	100
Philadelphia City, 6s	100	100	100	100	100
new	101	101	101	101	101
Philad. Germ. & Nor.	56	56	56	56	56
Phila. & Reading	56	56	56	56	56
Philadelphia and Erie	28	28	28	28	28
6s	87	87	87	87	87
7s	87	87	87	87	87
Schuylkill Navigation	87	87	87	87	87
6s, 1882	80	80	80	80	80
6s, 1876	80	80	80	80	80
6s, 1872	80	80	80	80	80
Susq. Canal	80	80	80	80	80
6s, 1878	80	80	80	80	80
Union Canal, 6s, 1878.	21	21	21	21	21
Hestonville, (Horse)	21	21	21	21	21
Chestnut & Wal.	65	65	65	65	65
Green & Coates	65	65	65	65	65
2d and 3d streets	65	65	65	65	65
Spruce and Pine	65	65	65	65	65
15th and 16th sts.	65	65	65	65	65

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 8.

W.2. Th.3. F.4. Sat.5. M.7. Tu.8

Baltimore City 6s, 1876	99	99	99	99	99
1886	99	99	99	99	99
1890	99	99	99	99	99
1884	99	99	99	99	99
1900	99	99	99	99	99
Balt and Ohio	99	99	99	99	99
bonds, 1875	99	99	99	99	99
1885	96	96	96	96	96
1886	96	96	96	96	96
1887	96	96	96	96	96
1888	96	96	96	96	96
1889	96	96	96	96	96
1890	96	96	96	96	96
1891	96	96	96	96	96
1892	96	96	96	96	96
1893	96	96	96	96	96
1894	96	96	96	96	96
1895	96	96	96	96	96
1896	96	96	96	96	96
1897	96	96	96	96	96
1898	96	96	96	96	96
1899	96	96	96	96	96
1900	96	96	96	96	96
N. W. Va. 1st mort.	90	90	90	90	90
2d mort.	90	90	90	90	90
3d mort.	90	90	90	90	90
City Passenger R. R.	90	90	90	90	90

## Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 9.

Th.3. F.4. Sat.5. M.7. Tu.8. W.9

Boston and Albany	153	153	153	153	153
Boston and Lowell	147	147	147	147	147
Boston and Maine	147	147	147	147	147
Boston and Providence	147	147	147	147	147
Boston, Hartford & Erie	28	28	28	28	28
7s, new	28	28	28	28	28
Cheshire, pref.	85	85	85	85	85
Concord	143	143	143	143	143
Connecticut River	120	120	120	120	120
Eastern	120	120	120	120	120
Fitchburg	138	138	138	138	138
Manchester & Lawr'ce	120	120	120	120	120
Michigan Central	120	120	120	120	120
Northern, N. H.	120	120	120	120	120
Ogdens. & Lake Champlain	89	89	89	89	89
pref.	104	104	104	104	104
Old Colony & Newport	104	104	104	104	104
Ph. W. & Baltimore	54	54	54	54	54
Port'd, Saco & Ports	29	29	29	29	29
Union Pacific	86	86	86	86	86
6s	87	87	87	87	87
Land Grant 7s	80	80	80	80	80
Income 10s	79	79	79	79	79
Vermont & Canada	101	101	101	101	101
Vermont & Mass.	77	77	77	77	77
South Boston (Horse)	103	103	103	103	103
Cambridge	103	103	103	103	103
Metropolitan	75	75	75	75	75
Middlesex	75	75	75	75	75
Central Mining Co.	11	11	11	11	11
Copper Falls	11	11	11	11	11
Franklin	6	6	6	6	6
National	2	2	2	2	2
Pewabic	4	4	4	4	4
Quincy	27	27	27	27	27

## London Stock Exchange.

Closing Prices.

July 28. July 21.

Atl. & Gt. West. N. Y. sec. 7 per ct	85	90	85	90
1st mort., 1880	85	90	85	90
Do. do., 2d mort., 1881	85	90	85	90
Do. Penn., 1st mort., 1877	85	90	85	90
Do. do., 2d mort., 1882	85	90	85	90
Do. Consol. 7 per cent. mort. 1890	43	44	42	43
Detroit and Milwaukee 1st mort. 7s	69	71	69	71
Do. 2d mort. 8 p. c.	69	72	69	72
Erie shares 100 dol. all paid	23	23	23	24
Do. sterig. 6 p. c. convertible bonds	66	68	66	68
Illinois Central, 6 per cent., 1875	107	108	107	108
Do. Redemption mort. bonds 6 p. c. 101	107	108	107	108
Do. 100 dol. shares, all paid	107	108	107	108
Panama General mort. 7s, 1897	77	80	78	82
Penn. R. R. bonds, 2d mort. 6 per ct. 100	102	102	99	101
Do. General mort. 6 p. c. 1910	93	94	93	94
Do. \$50 shares	50	52	50	52
Philadelphia and Erie 1st mort. 1881	95	97	94	96
Do. with option to be paid in Phila.	95	97	94	96

## American Railroad Journal.

Saturday, August 12, 1871.

## Stock Exchange and Money Market.

Money has been offered quite freely by the banks, and by private lenders, and rates have been quoted easy for the borrowing interests, on the basis of 2@5 mainly 3 per cent., on call and at 4@7, chiefly 4½@6 per cent. per annum on very choice to good business credits. There has been a very moderate inquiry noted for accommodation, particularly on speculative account. The mercantile demand has been the most urgent, in preparation for the marketing of the grain crops, and the revival of activity, in connection with the Fall season, in the business line. The city banks, in their last weekly return exhibited a loss of nearly 3½ millions of specie, and a reduction of nearly 4½ millions in their deposits while reporting an addition of close on three-fourths of a million to their loan and discount averages. On the other hand, the U. S. Sub-Treasury showed a further gain of nearly two millions of specie, and \$45,473 of currency, as the result of the week's movements. The city banks, last week, reported a loss of \$3,619,286 of specie, \$70,987 of legal tender notes, and of \$4,625,577 of deposits. They increased their loan and discount averages \$717,976 and their circulation \$123,502. The city bank exchanges, last week, averaged \$78,223,805; and thus far, this week, 78 millions daily. The banks

now hold \$16,589,668 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in this city reported a gain of \$1,963,030 of specie and \$45,473 of currency, as the result of the week's business. The receipts of the office were \$4,621,533 in coin, and \$4,777,897 in currency; payments, \$2,658,508 in coin, and \$4,782,335 in currency. The office received \$3,891,000 in coin or its equivalent, from customs; and disbursed \$705,161 of coin interest.

The specie reserve of the city banks according to the latest return is \$13,364,453, against \$26,742,592 same time last year. The city bank deposits are now \$252,392,427 against \$220,819,300 week ending August 6, 1870. The legal tender reserve amounts to \$73,892,443 against \$52,287,188 same time last year. The circulation now stands at \$30,236,623, against \$32,943,144 same time last year. The loans are now \$300,770,261, against \$281,182,144 at this date last year.

The U. S. Sub-Treasurer retired, last week, \$3,521,873 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of \$6,318,735 in currency, and \$63,279,294 in coin, against a balance a week previous of \$5,408,445 currency, and \$61,758,237 coin.

Government revenues have been yielding quite liberally, since our last, in both forms of customs and excises. The excises yielded last week about three millions, thus far since July 1, \$17,003,000. The customs at the port of New York, last week were \$3,696,873; and at the outports, equal to about 1¼ millions more, all in coin, or coin certificates.

Gold has been quoted stronger as to price, on a very moderate offering. The demand, however, has not been active, either on speculative account or for shipment. The main call has been for Custom House purposes, to pay duties on goods intended for the Fall season, now about opening. The range of the price during the week, has been from 111½@112½, and the closing quotation on Wednesday was 111½@112 against 112½ the preceding Wednesday. The specie outflow, last week, was \$565,675; on Tuesday of this week, \$225,000; and on Wednesday, \$112,056. The Gold Exchange Bank clearances have been as follows: August 3, \$16,663,000; August 4, \$17,020,000; August 5, \$16,128,900; August 7, \$16,235,000; August 8, \$20,552,000; August 9, \$18,508,000.

The customs at this port on Wednesday were \$578,000.

The customs demand for Gold last week, averaged \$648,500 a day; thus far, this week, it has averaged \$658,200 a day, or equal to a weekly aggregate of \$3,959,200. The arrivals of specie from Europe, Havana and other foreign ports last week were \$94,232 and since Jan. 1, 1871, have been \$7,424,449 against \$7,360,688 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$94,025,430 against \$78,711,632 same time in 1870.

Government disbursed through the U. S. Sub Treasury here, on account of the coin interest on the public debt from Jan. 1, to July 31, 1871, \$59,923,085, against \$61,369,193 same time in 1870.

The export drain was \$565,675 last week,

against \$3,578,271, same week preceding year. The shipments since January 1, 1871, have been \$51,503,016, against \$37,797,903 same time in 1870.

In the line of foreign exchange, business has been on a restricted scale and with a freer offering of bills, rates have been depressed, closing weak. Bankers' sixty day bills on London closed on Wednesday at 109½@109¾; sight bills on London, 110½@110¾.

The produce exports from this port, week ending with Aug. 8, were to the currency value of \$5,200,713.

Government securities have shown increased firmness, on a limited offering of nearly all issues, while the demand has been somewhat brisker. There has been a livelier export inquiry for the older issues of the Gold bearing bonds at buoyant prices.

On Wednesday afternoon, dispatches by cable from London, reported that Mr. Richardson, U. S. Ass't Secretary of the Treasury, now in the English capital, had successfully completed the negotiation of the unmarketed balance of the U. S. Five per cent. funding loan, with Messrs. Jay Cooke, McCulloch & Co. The immediate effect of the report in London was a sharp advance in the price of U. S. Securities, leading also to a general stiffening of values in the New York market.

Under the official programme for August, Government proposes to sell Gold, during the month, as follows: Thursday, August 10, \$2,000,000; Thursday, August 17, \$1,000,000; Thursday, August 24, \$2,000,000; Thursday, August 31, \$2,000,000. And buy in of Five Twenties, as follows: Wednesday, August 16, \$1,000,000; Wednesday, August 23, \$1,000,000; Wednesday, August 30, \$1,000,000.

On Wednesday, Government bought in only \$20,100 of Five-Twenties at 111 99, ex-interest. The amount of bonds offered was \$445,100 at 111 99@114½.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116½@117½; U. S. Five-Twenties of 1862, 115@115½; U. S. Five-Twenties of 1864 at 114@114½; U. S. Five-Twenties of 1865, 114½@114¾; U. S. Five-Twenties of 1865 consolidated, 112¾@112¾; U. S. Five-Twenties of 1867, 114¾@114¾; U. S. Five-Twenties of 1868, 113¾@114; U. S. Ten-forties at 113¾@113¾; U. S. Six per cent. currency bonds, 114¾@115.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 26.	Aug. 2.	Aug. 9.
Consols .....	93¾	93½	93¾
U. S. 5-20's of 1862...	92¾	93	93¾
U. S. 5-20's, 1865 ....	92¼	92¾	93½
" 1867 .....	91¾	91¾	92½
" 10-40's .....	91½	92	93
Erie .....	—	24½	24½

State bonds continue in moderate demand at about previous prices.

Railway bonds have been in request, mostly for investment purposes, at generally steady prices. The chief business has been through the commission houses. Central Pacific Sixes closed on Wednesday at 98½@98¾. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in request at 92 per cent. and accrued interest. Union Pacific Sixes closed on Wednesday at 88.

The earnings of the Central Pacific R. R. in

June and July were \$1,614,475, against \$1,512,373 same months last year; and thus far in 1871, \$4,924,920, against \$4,210,463 same time in 1870, showing a gain of \$714,457 for the expired seven months of the current year.

Business in Railway and miscellaneous share property has been moderately active, with rather more spirit noticeable in the speculative dealings, and a stronger market as to values.

General business has been on a moderate scale, in most kinds of Produce, with considerable irregularity as to values. Flour closed heavy; Wheat and Corn, firmer; Provisions, depressed. Middling upland cotton closed on Wednesday at 19¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,954,754 bales, against 2,831,663 bales same time last year; exports 3,123,183 bales, against 2,180,580 bales same time last year; stock at the ports at latest dates, 161,102 bales, against 106,474 bales same date 1870.

At the Live Stock Markets, Beeves have been in fair request at from 7@12½ cts.; Veals at 4½@10½ cts.; Sheep at 4@6½ cts.; Lambs at 6@8½ cts.; Swine, 5@5¾ cts per lb., all live weight. The week's receipt: were 6,057 Beeves, 2,742 Veal Calves, 29,041 Sheep and Lambs; and 21,434 Swine.

Foreign goods have been in less demand as a rule, at about former prices. The week's imports of foreign goods reached \$6,441,548 including \$2,902,364 of dry goods.

Ocean freights have been less active owing to the scarcity of room and the firmness of ship-owners.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 18½; do. Fund Act, 1866, 84; do. 1868, 31; Georgia 6s, 84; do. 7s, 92; do. 7s, gold bonds, 98¾; South Carolina 6s, new Jan. and July, 58½; Ohio 6s, 1886, 106; do. 1881, 104½; New York State 7s, Bounty Loan reg., 108¼; Louisiana 6s, Levee bonds, 70; St. Louis and Iron Mt. 1st mort., 92; Toledo, Peoria and Warsaw 1st mort., E. D., 88¾; do. W. D., 87; Clev., Paines, and Ash. old bonds, 95; Central of New Jersey new bonds, 101; Morris and Essex const. bonds, 92; New York Central 6s, sub. bonds, 90; Albany and Susquehanna 2d mort., 95; Galena and Chicago 1st mort., 100; Long Dock bonds, 90½; Cedar Falls and Minnesota 1st mort., 83¾; South Side R. R., 75; New York and New Haven R. R., 155; Western Union Tel., 61½; Brunswick City Land, 8½; Adams Exp., 84¾; Wells-Fargo Exp., 46¾; Am. Mer. Union Exp., 56½; U. S. Exp., 55½; Consol. Coal of Md., 38½; Maryland Coal, 30½; American coal, 50; American Flag, gold, 0.15; Black Hawk gold, 0.40; Lacrosse gold, 0.20.

Philadelphia.—West Jersey R. R., 62½; do. 7s, 103¾; Huntingdon and Broad Top Mt. R. R., 1st mort., 101; do. consol. bonds, 48; do. 2d mort., 86; Philadelphia and Reading 7s, 1893, 106; Wilmington and Reading 7s, 99; Warren and Franklin 1st mort., 91; East Pennsylvania R. R., 40¾; Chesapeake and Delaware Canal, 39; St. Nicholas Coal, 2¼. The latest quotations are: State 6s, 101½@102; do. free of tax, 101@101½; State 5s, coupon, 100@100; do. 6s, W. L., 101½@—; do. 1st series, 102¼@102¾; do. 2d series, 105@106; do. 3d series, 107@108; Reading, 67¼@

57¼; do. 7s, 1898, 105@105; do. mort. 6s, 1880, 93@—; Camden and Amboy, 126@126½; do. mort. 6s, 1889, 95½@96; do. 1883, 89@90; do. 1889, 89¾@90; Pennsylvania R. R., 61½@61¾; do. 1st mort., 101@101; do. 2d mort., 100@101; do. General mort. coupon, 93½@94½; do. reg., 96@97; Little Schuylkill R. R., 46@46½; Morris Canal, 51@51; do. pref., 120@—; do. 6s, 91@91½; Susquehanna Canal, 9@11; do. 6s, 61@63; Schuylkill Nav., 9@9; do. pref., 17¾@17¾; do. 6s, 1882, 80¾@80¾; Elmira and Williamsport pref., 40@—; do. 7s, 1873, 94½@95; do. 5s, 61@—; Lehigh Coal and Navigation, 38¾@38¾; do. 6s, 1884, 88@88½; do. R. R. Loan, 90½@91½; do. Gold Loan, 91½@91½; North Pennsylvania, 50@51; do. 6s, 102@102; do. 7s, 99@100; do. Chattle 10s, 114@116; Philadelphia and Erie, 28@28¾; do. 6s, 93@93½; Minehill, 52½@52¾; Catawissa, 19@21; do. pref., 47½@48; Lehigh Valley, 60¾@61; do. 6s, 96@98; Fifth and Sixth streets, (horse,) 44@45; Second and Third, 65@65; Thirteenth and Fifteenth, 24½@25; Spruce and Pine, 31@31½; Green and Coates, 44@—; Chestnut and Walnut, 52@52; Hestonville, 21¾@21¾; Union, 60@—; Germantown, 32½@35.

Boston.—Vermont Central 1st mort., 88; do. 2d mort., 41½; Fitchburg and Worcester 1st mort. 7s, 1889, 88½; Leavenworth, Lawrence and Galveston 10s, 1st mort., 96½; Burlington and Missouri R. R., 117¾; do. Land Grant 7s, 97¾; Kalamazoo and South Haven R. R. 8s, 1889, 104¾; Vermont Central and Vermont and Canada 8s, 1889, 102; Chicago, Iowa and Nebraska R. R., 110; Cincinnati, Sandusky and Cleveland R. R., 23; Indianapolis and Cincinnati R. R., 7; Rutland R. R., 39; do. pref., 85; do. 8s, 1880, 100½; Connecticut and Passumpsic Rivers R. R. pref., 91½; Worcester and Nashua R. R., 137¾; Portsmouth, Gt. Falls and Conway R. R., 112½; Norwich and Worcester R. R., 119½; Nashua and Lowell R. R., 150; Cary Imp., 16¾; Boston Water Power, 45; Waverly Land, 4½; Maine 6s, 101¼; Boston 5s, 1887, gold, 98¼; Chelsea 6s, 1891, 100; Manchester 6s, 1891, 100; Cincinnati 6s, 1885, 96½; Minneapolis 8s, 1888, 99¾; St. Louis 6s, 1879, 92¾; do. 1887, 92; do. 1881, 91¾; Cook County Ills., 7s, 100½; St. Louis County 7s, 1881, 100½; Bath 6s, 1891, 90¾; Hartford 6s, 1893, 100; Chicago 7s, 100¾; Allouez Mining Co., 4; Calumet and Hecla, 103; Hancock, 2½; Humboldt, 1½; Petherick, 1½; Star, 50c.

Baltimore.—Virginia Consolidated 6s, 64½; do. Deferred Certificates, 30½; Memphis City 6s, 58¾; Western Maryland R. R. 1st mort., 80; do. 2d mort. guar., 92; Central Ohio 1st mort., 87½; Pittsburg and Connellsville bonds, 94½; Virginia and Tennessee 8s, 87; Orange, Alex. and Manassas bonds, 80½; Orange and Alex. 4th mort. 8s, 82½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94½@94¾; Baltimore and Ohio, 141@145; do. 6s, 1875, 96@96¼; do. 1880, 96@—; do. 1885, 96@96¾; Northern Central, 40½@41; do. 6s, 1885, 90¼@—; do. 1900, 90@90½; do. 6s, 1900, gold, 91@91½; N. W. Va. 1st mort., 98@—; do. 2d mort., 96@—; do. 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 95¾@96; do. 2d mort., 84½@85; do. 3d mort., 79@81; Central Ohio, 29@30; do. 1st mort., 87½@88; Western Md. 1st mort. 6s, 1890, 80@82; do. guar. by Baltimore City, 92@—; do. 2d



mort. guar., 92@92½; do. 2d mort. pref., 61@—; do. 6s, guar. by Washington Co., 84@85; Richmond and Danville bonds, 79@79½; Orange and Alexandria 1st mort. 6s, 90@91; do. 2d mort. 6s, 78½@80; do. 3d mort. 8s, 86@87½; do. 4th mort. 8s, 83@—; Orange, Alex. and Manassas 7s, 80½@80¾; Virginia and Tennessee 8s, 87@88½; do. 6s, 1st mort., 87@95; do. 6s, 2d mort., 77@78; Baltimore 6s, 1875, 99½@99¾; do. 1884, 98½@99; do. 1886, 98½@98¾; do. 1890, 98½@100; do. 1893, 98½@99; do. 1900, 98¾@99; do. 6s, 1898-70, 81½@82; Memphis City 6s, 58½@59½; Maryland Defense Loan, 1883, 105@—; City Passenger R. R., 22¾@24; George's Creek Coal, 70 75@; Baltimore Copper, 0.50@1.25; Santa Clara 1@1.00; Atlantic Coal, 1.40@1.87½.

#### St. Joseph and Denver City Railroad.

The coupons and interest on the First Mortgage Eight per cent. Gold bonds of the St. Joseph and Denver City Railroad Company, both Eastern and Western Divisions, due August 15, 1871, at New York, will be paid at the office of the Farmer's Loan and Trust Company, free of tax. A circular descriptive of the Bonds of the Western Division of this road, and the security upon which they are based, will be found on the first page of this week's issue. It will be observed that while the principal is payable in gold in New York thirty years hence, the interest is also payable in gold semi annually in the cities of New York, London, and Frankfurt-on-the-Main, free of tax. The payment of the principal and interest is secured by a first and only mortgage on the Company's Lands, granted by the United States in 1866, lying on the line of this road, and amounting to 1,500,000 acres, the railway of the Western Division, extending from Marysville, Kansas, to a junction with Union Pacific Road at Fort Kearney a distance of 170 miles, together with the Equipments appertaining, Franchises, Rights of Way and Personal Property. They are Coupon Bonds, but can be registered or converted into Registered Bonds, and are receivable at par and accrued interest in payment of the Company's land sales. The value of these bonds, may be inferred from the fact that similar bonds on the Eastern division of this road, previously disposed of at 97½, have advanced to 102 and accrued interest, making them rule at 106, or nearly ten per cent. advance.

It should be borne in mind that this company has already constructed and equipped the Eastern division of its road, extending from St. Joseph to Marysville, a distance of 112 miles, and that it is a practical extension westwardly of the Hannibal and St. Joseph railroad, which is the next land grant road after the Illinois Central.

The St. Joseph and Denver City Railroad connects at St. Joseph with railways running direct to St. Louis, Hannibal and Toledo on the east, and connecting as it will with the Union Pacific Road on the west, is a very important link in the continental chain of railways. It also has through railway connection with Chicago. A very large part of the line is graded, and track-laying being now far advanced, will continue rapidly until the junction with the Union Pacific Road is made.

The entire property is mortgaged to the Farmer's Loan and Trust Company, of the City of New York, as trustees. The mortgage is dated May

14, 1870, and under it, and as their security, these bonds are issued.

The bonds can now be had at 97½ and accrued interest in currency, from Messrs. TANNER & Co., Bankers, 11 Wall st., N. Y., or through the principal banks and bankers in the United States.

#### The Washington Insurance Company.

The evidence of the continuous success of this ever reliable and substantial incorporation is observable in our advertising columns, which announce its fortieth dividend; this time, five per cent., making a total of twelve per cent. for the year. Next to the admitted high ability, and the untiring energy of its officers, the "Washington" is mainly indebted for its unrivalled prosperity, to the participation system, which is unquestionably the safest, most economical, and altogether most satisfactory plan of effecting insurance from loss or damage by fire. By it, the policy-holder becomes a joint participant in the profits of the company, to the amount of seventy-five per cent. of the total, and for a number of years passed, with the "Washington," these scrip dividends have amounted to fifty per cent. per annum. Thus those persons who have been shrewd enough to avail themselves of this great advantage, by embracing participation, have effected their insurance at just half the established rates. And withal there is no extra risk to the policy holder, as he assumes no liability; nor is it necessary that he should, as the "Washington," besides its capital of \$400,000, has accumulations which make its total cash assets over \$800,000. The headquarters of this sterling company is at No. 172 Broadway. It writes fire and inland navigation policies, either participation or in the old style, as desired, and insure buildings, merchandise, household furniture, rents, leases, and all kinds of personal property. It emphatically stands in the very front rank of our leading City underwriting incorporations.

The Lynchburg Republican announces, on the authority of Gen. Wickham, vice president of the Chesapeake and Ohio Railroad Company, that what is termed the Clifton Forge connection with Lynchburg has been determined upon. The present round about line of the road from the Forge northeastwardly, via Staunton, has a number of heavy grades, which will be avoided by the shorter and better line southeastwardly through Lynchburg. Gen. Wickham is reported as also stating that the same company would continue its connection, on an air-line, from Lynchburg to Richmond.

The directors of the New York West Shore and Chicago Railroad Company have elected J. M. Consteney, President; W. M. Richards, Treasurer; L. M. Gurthie, Secretary; and Charles B. Stuart, Engineer-in Chief.

The receipts of the New Jersey Southern Railroad line for the four months ending with July, 1871, were \$216,634 81; and for the corresponding period of the previous year, \$158,206 18—showing an increase of \$58,478 13.

The total shipments of Coal from Cumberland, Md., for the year 1871, up to July 29th, were 1,289,390.69 tons, of which 815,327.12 tons were by Baltimore and Ohio Railroad, and 474,062.17 tons by Chesapeake and Ohio canal.

## THE NEW YORK (VIADUCT) RAILWAY COMPANY.

### PUBLIC NOTICE.

The undersigned COMMISSIONERS of STOCK SUBSCRIPTIONS to the NEW YORK RAILWAY COMPANY, give notice that the **Books of Subscription** to the Capital Stock of such Company **WILL BE CLOSED** on the

**31st day of August, 1871.**

UNTIL THAT DAY the Books will remain open for Subscribers at the Banking House of

**Duncan, Sherman & Co.,**

**No. 11 Nassau Street,**

and also at the

**Bank of the Metropolis,**

**No. 31 Union Square.**

Until the Books of Subscription are closed, ALL SUBSCRIBERS for Stock will have the **Benefit of Interest** upon the several instalments paid, and as allowed to those subscribing within thirty days after the Books were opened.

Dated, New York, July 24th, 1871.

Alex'r T. Stewart, }  
John Jacob Astor, } Commissioners on behalf  
Levi P. Morton, } of the Company.

#### Illinois Central Railroad.

The statement of this Company for the month of July, 1871, is as follows:

##### LAND DEPARTMENT.

Acres Construction Lands		
Sold.....	2,814.07 for	\$26,663 59
Acres Int. Fund Lands		
sold.....	680.00 for	14,212 00

Total sales during month of July, 1871.....	3,494.07 for	\$40,875 59
To which add Town Lot Sales .....		1,203 06

Total of all.....	3,494.07 for	\$42,078 65
Cash collected in Ju'y, 1871.....		\$131,450 79

##### ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 402 Miles.	Total. 1109 Miles.
Freight.....	\$440,582 00	\$47,640 00	\$488,222 00
Passengers...	110,447 10	34,809 79	145,256 80
Mails .....	6,375 00	3,059 33	9,434 33
Other sources	69,000 00	2,940 67	71,940 67

Tot. July, '71.....	\$626,404 10	\$88,449 70	\$714,853 80
Tot. act'l earn- ings, July, '70.....	\$499,187 30	\$112,028 69	\$627,215 99

The Oil Creek and Allegheny River Railroad Company having leased the Union and Titusville Railroad, all communications will, until further notice, be addressed to the general office, Corry, Pa.

Jarvis Lord and James Bellows, of Rochester, and S. B. Sprague, of Ithaca, have taken the contract for the construction of the Geneva and Ithaca Railroad.

W. G. Peck has been appointed superintendent of the Vineland (N. J.) Railroad.

**Imports of Dry Goods.**

The imports of foreign dry goods at New York for the month of July, were:

**ENTERED FOR CONSUMPTION.**

	1870.	1871.
Manufactures of wool....	\$1,192,477	\$2,193,019
" cotton...	950,708	1,897,053
" silk.....	1,281,887	1,836,494
" flax.....	665,744	821,450
Miscellaneous dry goods..	546,156	634,157
<b>Total entered for consump.</b>	<b>\$4,627,472</b>	<b>\$6,882,173</b>

**WITHDRAWN FROM WAREHOUSE.**

	1870.	1871.
Manufactures of wool....	\$582,931	\$901,247
" cotton...	178,644	398,772
" silk.....	202,132	491,815
" flax.....	290,228	319,010
Miscellaneous dry goods..	48,775	73,966
<b>Total withdrawn from warehouse.....</b>	<b>\$1,302,710</b>	<b>\$2,175,810</b>
<b>Add entered for consump.</b>	<b>4,627,472</b>	<b>6,882,173</b>

<b>Tot. thrown on the market.</b>	<b>\$5,930,182</b>	<b>\$9,057,983</b>
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**ENTERED FOR WAREHOUSING.**

	1870.	1871.
Manufactures of wool....	\$1,184,516	\$1,435,848
" cotton...	328,876	426,955
" silk.....	458,814	1,011,450
" flax.....	371,862	402,875
Miscellaneous dry goods..	69,182	88,326
<b>Total entered for wareh'g.</b>	<b>\$2,363,250</b>	<b>\$3,365,449</b>
<b>Add entered for consump.</b>	<b>4,627,472</b>	<b>6,882,173</b>

<b>Total entered at the port.</b>	<b>\$6,990,722</b>	<b>\$10,247,622</b>
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The imports of foreign dry goods at New York for seven months from January 1, were:

**ENTERED FOR CONSUMPTION.**

	1870.	1871.
Manufactures of wool....	\$9,454,217	\$9,604,654
" cotton...	9,349,736	12,936,828
" silk.....	12,172,767	17,213,827
" flax...	5,601,864	7,182,861
Miscellaneous dry goods	5,269,485	6,022,964
<b>Total entered for cons'p.</b>	<b>\$41,848,069</b>	<b>\$57,961,134</b>

**WITHDRAWN FROM WAREHOUSE.**

	1870.	1871.
Manufactures of wool...	\$5,844,275	\$6,429,710
" cotton...	3,692,599	3,357,579
" silk.....	2,887,859	3,772,742
" flax.....	3,546,995	3,346,826
Miscellaneous dry goods.	921,628	933,489
<b>Total withdrawn from warehouse.....</b>	<b>\$16,893,356</b>	<b>\$17,840,346</b>
<b>Add entered for consump.</b>	<b>41,848,069</b>	<b>57,961,134</b>

<b>Total thrown on the market.....</b>	<b>\$58,741,425</b>	<b>\$75,801,480</b>
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**ENTERED FOR WAREHOUSING.**

	1870.	1871.
Manufactures of wool....	\$6,087,379	\$7,480,278
" cotton...	3,572,143	3,983,075
" silk.....	2,846,074	4,744,482
" flax.....	2,884,983	2,700,766
Miscellaneous dry goods..	723,765	1,174,265
<b>Total entered warehouse.</b>	<b>\$16,314,344</b>	<b>\$20,082,866</b>
<b>Add entered for consump.</b>	<b>41,848,069</b>	<b>57,961,134</b>

<b>Total entered at the port.</b>	<b>\$58,162,413</b>	<b>\$78,044,000</b>
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The Commissioners of the Intercolonial Railway have awarded the following contracts: No. 13, McDonald & Co., for \$934,833; No. 19, Nelson & McGow, \$245,475; No. 6, Gough & Co., \$206,600; No. 3, Berlinquet & Co., \$462,444; No. 4, Smith & Pitblado, \$438,318. Several of the contracts previously awarded, have been re-let.

**Journal of Railroad Law.**

**RAILROAD COMPANIES—WHAT DOES NOT CONSTITUTE NEGLIGENCE—LIABILITY OF PARENTS FOR NEGLIGENCE OF YOUNG CHILDREN.**

The facts in the late case of *The Pittsburg, Fort Wayne and Chicago Railway Company vs. Brumstead* (48 Ill., 221), are fully and clearly stated in the following opinion by

BRESEE, CH. J.—This was an action of trespass, on the case, brought to the Cook Circuit Court, by Thomas Brumstead, against the Pittsburg, Fort Wayne and Chicago Railway Company to recover damages for an injury to a minor son, occasioned by the careless management of the locomotive and train of the defendants. The injury occurred at a station, on the defendants' road, in the State of Indiana, called Castello.

The cause was tried by a jury, who returned a verdict against the defendants of four thousand five hundred dollars. A motion for a new trial was made by the defendants, which was overruled. On the plaintiff remitting, at the instance of the Court, three thousand dollars of the verdict, thereupon judgment was entered against the defendants, for the sum of fifteen hundred dollars.

To reverse this judgment, the defendants have appealed to this Court, and several points are made, which we will notice.

It appears the injured party was a child about four years of age, living with his parents in close proximity to the defendants' railway track. On the day of the accident, he was left, by his mother, who had occasion to visit a neighbor, in charge of his sister, a girl fourteen years of age, and while she was engaged in some necessary duty in the house, the boy, without her knowledge, left the house, and soon after was found, to all appearances, dead, near the track, and was taken up and brought to his house, one of his feet crushed, and otherwise wounded. It appears, a private cart road crossed the track near the dwelling of the boy's parents, which was used, without question, by every one who had occasion to use it. It was on this road this accident occurred, and was occasioned by an express train running, with great velocity into a push car in advance of it, going in the same direction of the train, and such was the force of the collision that the push car was shattered to pieces, a fragment of which struck the boy, who was on the private road, and some considerable distance from the place of collision.

The first point made by appellants is, that the child was a trespasser on appellants' right of way, and his parents, in suffering him to be there, were guilty of such a degree of negligence as to furnish a complete defense to the company for an injury which would not have occurred but for this wrongful intrusion, unless the company shall be shown to be guilty of negligence so gross as to imply a willingness to inflict the injury.

The place where the accident occurred was, in fact, on appellants' right of way, though not upon the track. The boy was struck while on a road used by the public, which crossed the track, and where he, in common with the rest of the public, had a right to be, until the company should forbid, or prevent, so much of its right of way from use by the public.

The next point made by appellants is, that the

parents of this child were guilty of great negligence in leaving him with his young sister. We cannot perceive, admitting it is a duty of the most imperious obligation resting upon parents, to use vigilance in the care of their offspring of tender years, that the parents of this child were wanting in this requirement. A mother cannot be always, at all hours, with her child, nor is there any necessity she should be, nor is it practicable. She must perform her accustomed avocations; and in one moment a child of four years of age may escape from her notice; it cannot be otherwise. The parents of this boy, the evidence shows, were in a very humble walk of life, who had, the mother especially, something more important to do than to watch her child, lest he came to harm. She had to contribute her labor to feed and clothe him, and it is unreasonable to demand she should have no other employment than to guard her child from danger. Leaving the child with his sister, a girl of fourteen years of age, and who appears, from her testimony, to be intelligent and affectionate, was not negligence. It was unavoidable, and she was trustworthy and competent to take the charge of the child. What would be the public judgment of a rule of law which should forbid a mother to have a child four years of age, with his sister of fourteen, while their mother was providing for their sustenance, or enjoying herself by a short visit to a neighbor? Such a rule would not receive the sanction of any Court, and is not to be found in any adjudged case, or in any legislative enactment and has no reason in its favor. There was no negligence of the mother, and the child was in a place where he had a right to be, and at a safe distance from the railroad track.

The remaining point is, there was no negligence on the part of those having the train in charge.

On this point, the evidence establishes negligence in two particulars: first, in loaning the push car to be used by strangers, and second in not stopping the train in time to avoid collisions.

The loan of the push car, by the company's agent to persons not accustomed to its use, was a species of carelessness, nay, recklessness, with which we did not suppose a faithful and competent agent could be chargeable. When the agent loaned it, he knew it was in violation of his instructions, the result of which might be pecuniary loss to his employers. His wrong act was, in part, the cause of this disaster, and life-long injury. But above and beyond this, the conduct of the engine driver, in charge of the express train, admits of no justification or palliation. It is impossible to believe he did not see the signals excited persons were making, warning the driver of danger, and it is beyond all controversy, he could, if he had been ordinarily careful, have stopped the train in time to avoid collision with the push car, which was in plain sight for more than a mile. The fact that he supposed the push car was under the conduct of section men, who would take it off the track on the approach of a train, is no justification for his recklessness in crushing it to pieces. He should have known the car was not under the control of railroad employees, by the fact they did not attempt to remove it from the track on the signal being given. Not attempting it, the driver should at once have slackened speed, and broke up the train. This he could



easily have done, and it was negligence of the grossest kind in omitting it, and, for the consequences, the company must be responsible. A railroad company has no right to keep in its service such a reckless man.

It is also made a point by appellants, that the Court erred in refusing to give instructions moved by them, numbered two, three, four and eleven.

The substance of number eleven was contained in the eighth instruction given for appellants, and the other instructions above specified were properly refused. Instruction numbered two, leaves out of view negligence of their employees in running the train, even if the child was a trespasser on the right of way, the driver had no right to run over him and crush him. Instruction three is liable to the same criticism, and so is number four.

Perceiving no error in the record, the judgment must be affirmed.

Judgment affirmed.

#### New Jersey Southern Railroad.

The Capital Stock (\$4,000,000), and First Mortgage Bonds (\$2,000,000), of this Company having been admitted to dealings at the New York Stock Exchange, the following particulars in reference to the road will be of interest:

The New Jersey Southern Railroad Company obtained its rights under the foreclosure and sale of the Delaware and Raritan Bay Railroad, Sept. 14, 1869, since which it has added very materially to its importance by purchasing nearly all of the stock of the Long Branch and Sea Shore Railroad and operating the road, and by constructing a road from Whitings, on its own line, to Pemberton, N. J., where it connects with the Camden and Amboy Railroad, making the distance to Philadelphia but eighty-nine miles from Sandy Hook. At Farmingdale it connects with the Freehold and Jamesburg Agricultural Railroad; at Whitings, with the Barnegat railroad; at Atsion, with the Vineland Railroad, forming a new outlet to New York from Delaware and Maryland; and at Tom's River with the Wareton Railroad. The Williamstown Railroad, from Atco to Glassborough, is also under contract.

The former opposition by the Camden and Amboy Railroad has been entirely removed, and a perpetual running arrangement has been made with the "Joint Companies of New Jersey," the latter furnishing all the necessary terminal facilities at Philadelphia. The arrangements for taking freight by this line to Philadelphia, and the South, have been but recently completed, but a gratifying increase in receipts is already manifest, which will doubtless improve as the line becomes better known. The transfer office is at No. 120 Broadway, and the stock is registered by the Farmer's Loan and Trust Company. The officers of the Company are:

President, ASHBEL GREEN, New York; Vice-President, GEO. B. UPTON, Boston; Treasurer, HENRY G. MARQUAND, New York.

Directors—Henry M. Alexander, New York; Wm. S. Sneden, Red Bank, N. J.; Samuel T. Dana, Boston; John J. Stockton, Trenton, N. J.; Samuel H. Gookin, Boston; George B. Upton, Boston; James A. Gould, New-York; Boston Van Vliet, New York; Ashbel Green, New York; Samuel G. Wheeler, Jr., New-York; Charles W. Huntington, Boston; Benjamin Williamson, Elizabeth, N. J.; Cortlandt Parker, Newark, N. J.

Trains are now running over the Duxbury and Cohasset Railroad as far as Marshfield, and within two miles of Brant Rock, and will be completed to the terminus at South Duxbury by the 17th of August. The road is operated by the Newport and Old Colony Railroad Company.

#### The Public Debt Statement.

The following is a recapitulation of the public debt statement July 31, 1871:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds.....	\$275,307,800 00
Six per cent. bonds.....	1,608 444,350 00
Total.....	\$1,883,751,650 00
Accrued interest .....	29,397,707 13
DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates ....	\$30,000,000 00
Navy Pension fund 3 per cent..	14,000,000 00
Certificates at 4 per cent.....	678,000 00
Total.....	\$44,978,000 00
Interest .....	232,885 20
Debt on which interest has ceased since maturity .....	\$1,910,142 26
Interest .....	312,426 32
DEBT BEARING NO INTEREST.	
Demand and legal tender notes.	\$356,095,471 25
Fractional currency .....	39,081,641 91
Certificates of gold deposited...	19,468,700 00
Total.....	\$416,645,813 16
Unclaimed Pacific R.R. Interest	11,262 13

Total amount outstanding....	\$2,845,285,605 42
Total interest .....	29,954,280 78

Total debt, principal and interest, to date, including interest due and unpaid .....	\$2,875,239,886 20
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AMOUNT IN TREASURY.	
Coin .....	\$83,742,709 55
Currency .....	8,168,318 67

Total.....	\$91,911,028 22
Debt less amount in Treasury..	\$2,283,328,857 98
Debt less amount in Treasury July 1, 1871.....	2,292,030,834 90

Decrease of debt during the past month .....	\$8,701,976 92
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Decrease of debt since March 1st, 1869.....	\$212,134,402 03
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Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Interest, not yet paid.
Union Pacific.....	\$27,236 512	\$136 182 56
Kansas Pacific.....	6,303,000	31,515 00
Sioux City and Pacific..	1,628,320	8,141 60
Central Pacific.....	25,881,000	129,405 00
Central Branch Union Pacific.....	1,600,000	8,000 00
Western Pacific.....	1,970,000	9,850 00

Totals .....	\$64,618,832	\$323,094 16
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Interest paid by United States....	\$12,692,475 41
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Interest repaid by transportation of mails, etc.....	3,063,865 33
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Balance of interest paid by United States.....	9,628,610 08
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W. O. Hughart has been elected President, John H. Page, Jr., Secretary, and W. H. Ijams Treasurer of the Baltimore, Pittsburgh and Chicago Railroad Company. The directors are: Wm. Keyser, P. H. Garrett and W. F. Burns, of Baltimore, and James Laughlin, Jr., W. D. Wood and George F. McLane of Pittsburgh.

The Vineland Railroad from Winslow to Vineland, (N. J.), is now in running order and ready for traffic. It will be pushed through to Atsion as rapidly as possible.

Mr. Wm. H. Appleton, of the firm of Appleton & Co., of New York has been elected President of the Port Royal Railroad Company.

#### Portland, Rutland, Oswego and Chicago Railway.

At the convention held on the 26th ult. in Portland for the purpose of promoting the location and construction of the line from that city to Chicago, Mr. Hamlin, in his speech on the occasion, explained the object of the bill introduced by him in the United States Senate on the 19th of last January, in aid of the project. In summing up he said:

It secures direct and rapid communication between the West and Europe by finding an ocean outlet 200 miles nearer Europe than any other in the United States that has commercial advantages and prevents the extortions of combinations by placing a regulating power in the hands of the Government. It does not take a dollar from the public treasury or ask a foot of land. It asks the Government to become a guarantor, by the issue of its bonds, and receive as security the first mortgage bonds of a first class corporation, on such terms as will protect the nation from loss in any contingency.

The new features of this bill in railroad legislation and its consequence to New England, if sanctioned by the General Government, will make the following notice from an intelligent correspondent in Maine of the Boston Journal of special interest. The correspondent attended the convention at Portland, and we judge that, in part, his explanation of this new railroad legislation and the project itself is condensed from Senator Hamlin's speech. He writes as follows:

Mr. Hamlin, Jan. 19, 1871, asked and obtained by unanimous consent, leave of the U. S. Senate to bring in a bill "to secure cheap transportation of breadstuffs and provisions from the West to the seaboard, at uniform rates throughout the year."

This bill is the first of the kind introduced to the attention of Congress—a novelty in its way. It provides for a contract by the Postmaster General with the P., R., O. and C. Railway Co. to construct and maintain a double-track line of railway, with an adequate equipment, and with steel rails and iron bridges from Portland Harbor, by the most practicable route, westerly across the States of Maine, New Hampshire, Vermont, and New York, to Oswego, and thence by the most direct practicable line to the city of Chicago.

Upon the completion and equipment of forty miles of the road, the Secretary of the Treasury is to issue to the Company United States Bonds, payable in thirty years, to the amount of \$50,000 per mile, which issue shall constitute *ipso facto* a first mortgage on the whole line of the road and property of the Company, and so on for every forty miles completed. The interest and bonds as they fall due to be paid by the Company: the location to be approved by an engineer appointed by the President of the United States; and the railway is declared to be a "National highway and a post road;" Congress to pass all needful laws for protection of the same; and it is made the duty of each State through which it passes to cede jurisdiction over the territory occupied by the road. In case of failure to pay the interest on bonds, it is made the duty of the Postmaster General to take possession of the line and run the road at the expense of the company, and Congress shall dispose of it "as to justice and equity may appertain." The rate of fares and freight to be established by the company shall be subject to revision and alteration by Congress, and to be uniform throughout the year. Government may at any time take possession of the road, franchise and property of the company, paying such compensation therefor as may be awarded by commissioners.

These provisions, with others, are elaborated in the bill. The company is said to be composed of gentlemen in the several States through which the road is to pass, probably under a charter from

each State, with an organization, and authority to connect with other roads by purchase or otherwise, the united roads forming the Portland, Rutland, Oswego and Chicago Railroad Co., with which the U. S. Government is to contract, and to which it is to furnish the \$50,000 per mile if the enterprise is successful. Of the two grand divisions of the road, the one from Portland to Oswego—400 miles—it was the immediate purpose of the convention last week to provide for. The larger division, from Oswego to Chicago—600 miles—is to be left out for the present. With the eight railroad companies between Portland and Oswego a basis of union has been agreed upon. The project is a magnificent one, and doubtless will engage the attention of Congress chiefly through the influence of Western members.

#### Virginia and Maryland Railroad.

At the last session of the Virginia Legislature a charter was granted to a company to build a railroad from some point on the Potomac between White's Ferry and Knoxville to Manassas Junction, connecting with the London and Hampshire Railroad at some point west of Goose Creek—that is, at Leesburg or Hamilton, and running through the magnificent marble quarries of Loudoun county. This road will be one of great importance, not only to the region of country through which it runs, but to Washington city. It will give us a new and short connection with the West and North west, and will open up in and through Loudoun county as fine a region of country as there is any where. The books for the subscription of stock were recently opened in Leesburg, and the amount of stock necessary to organize the company and begin the construction of the road was promptly taken. A meeting of the shareholders was then called at Nokesville, Prince William county, on the 22d July. At this meeting a majority of the commissioners and all of the shareholders were represented, and the company was organized. The following shareholders were elected Directors: Governor Henry D. Cooke, Alexander R. Shepherd, Hon. Isaac D. Budd (of Loudoun), J. A. Partridge, J. V. W. Vandenberg, Chauncey H. Snow (of Prince William), and Alexander Johnston. The Directors then held a meeting and elected the following officers: President, Governor Henry D. Cooke; Vice President, Chauncey H. Snow; Treasurer, Major J. V. W. Vandenberg; Secretary, Alexander Johnston. An executive committee, consisting of the Hon. Isaac D. Budd, Alexander Johnston and the President, was appointed. The gentlemen who have taken charge of this enterprise, as will be seen, are such as will put it through. Although it is a new company, and the grading and masonry of a considerable portion of the route has already been completed, and a reconnaissance will at once be made to ascertain the most feasible point to cross the Potomac, which will probably be at the Point of Rocks or Berlin. Hon. Isaac D. Budd, of Loudoun county, who is a man of energy and shrewdness, has taken great interest in this improvement and evidently recognizes in it something higher than mere local interests. Although wedded to the interests of his own country—one of the finest in Virginia—he manifests great interest in the prosperity of the National Capital.—*Washington Republican*.

#### The Miramar Railroad.

The Boonsboro' (Washington Co., Md.) Odd Fellows, of 26th ult., gives the following facts in reference to this road:

The Miramar railroad, built last year, runs from Shippensburg, Pa., to the Susquehanna, opposite Harrisburg, a length of thirty eight miles. It is proposed to extend this road southward from Shippensburg, by Waynesboro', Pa., and Boonsboro', Md., to the Potomac river. The railroad company, on the 3d instant, passed resolutions to give bond for the construction of the road to Waynesboro' whenever \$200,000 should be subscribed towards it. From Bridgeport, opposite Harrisburg, on the Susquehanna, to Shippens-

burg, the distance is thirty eight miles. The estimated cost of road and equipment to this point is \$1,000,000. The distance from Shippensburg to Waynesboro' is about twenty miles; from Waynesboro' to Boonsboro' about seventeen, and from Boonsboro' to the Potomac about eight or nine miles—making in all about eighty-five miles. The construction and equipment of the road (taking the estimate as far as to Shippensburg as a basis) would be about \$2,500,000. It is probable that Boonsboro' will be called upon to subscribe from \$60,000 to \$70,000. The engineers are now engaged in surveying the route through to that town.

#### A Three Foot Gauge Railway in Georgia.

The contract for grading, bridging, laying the track and completing the first twenty miles on the North and South Railroad has been awarded to Messrs. A. J. Lane & Co. and John T. Grant & Co. on a joint bid made by the two firms. Theirs was the lowest of the thirty-five put in. The specifications require work to be commenced within twenty days. A gauge of three feet was adopted.

The stock (\$500,000) required by the charter before Directors can be elected has been secured by the Columbus, Harris, Heard, Rome and La Grange subscriptions, and it is said that the stockholders will meet in forty days to elect officers. The road has been pushed to its present favorable condition by the corporators, who are clothed under the charter with all the powers of Directors until the regular organization. Large subscriptions are yet to be obtained of Polk, Harrison, Carroll, Muscogee and Floyd counties.

This, we believe, is the beginning of narrow gauge railway systems in Georgia, which will be carried to such an extent as will modify greatly the policy of management of our existing broad gauge system. The present policy is extremely low rates for what are technically known as through freights and "full rates for local freight;" for example, a traveller from New Orleans to New York is required to pay only one cent per mile for transportation, while the Georgian is made to pay five cents per mile for his transportation between points within the State. Again, the Columbus people, we are told, found it cheaper last winter to ship cotton to Selma, Alabama, for restipment to New York, than to ship directly from Columbus to Savannah or New York. This is one feature in railroad policy that is directing public opinion to the narrow gauge system, to avoid the evils of discrimination in tariff rates by cheaper rates for local freight and transportation. Another feature, which makes the narrow gauge system almost imperative, is the necessity for a system that will cost less in construction than our present expensive broad gauge system, to bring into use the many thousand acres of unoccupied lands throughout the State. These lands are now of little value either to the State or the owners. Our people have not the means to build broad gauge roads. But narrow gauge roads are no longer an experiment under British experience, and they come within the means of any community within the State.—*Columbus Sun*.

#### The New Columbia and Augusta Railroad.

Col R. R. Bridgers, the President of the Wilmington, Columbia and Augusta Railroad, we mentioned a few days ago, has concluded to continue his road from Columbia, whither he will soon run by the short cut from Sumter, to Augusta. With a road already in operation from Columbia to Augusta, this must be considered a bold stroke. He proposes to run an air line, as near as the nature of the country admits, and thus save from twenty to twenty five miles over the Charlotte Road, which runs to within a few miles of Edgefield Court House, and terminates at Graniteville. The new road will thus have the advantage in distance and, therefore, in time. For these reasons it will doubtless have the greatest share of the passenger trade, and most likely carry the mail. As to through business, neither road will break bulk in Columbia, and each will carry just whatever it can drum up at its northern termi-

nus. The route will go mostly through a section of country hitherto undeveloped, tangential now and then with the Charlotte and Augusta, and perhaps to a slight degree with the South Carolina Railroad. It may, therefore, reasonably expect a considerable local business. There will certainly be a lively competition in Columbia, and Augusta bids fair to become one of the greatest railroad centres in the land.—*Charleston News*.

#### Virginia Valley Railroad.

A telegram to the Richmond Dispatch, dated Lexington, August 1, says:

"The Valley Railroad Company met here today. The representation was full. The amount of subscription necessary to secure the subscriptions of Baltimore city and of the Baltimore and Ohio Railroad Company was reported raised and the cash quotas provided for. The company organized permanently. Mr. Robert Garrett, as president, and fifteen directors were elected—the same as were elected at a former meeting. Propositions were submitted by different sections along the line offering large subscriptions and a right of way free of land damages if the road be run on their routes. A corps of engineers is already in the field making a permanent location."

#### Augusta and Port Royal Railroad.

The Augusta (Ga.) *Constitutionalist*, of the 29th ult. states that the Augusta and Port Royal railroad has been purchased by Mr. James Appleton and some other gentlemen of New York and South Carolina, and then adds:

When this road shall be finished we will have a short and direct route to one of the best ports on the Atlantic coast, and so much trouble and delay will be saved in shipping goods. The chief object in building railroads now is to obtain as short routes as possible. The Port Royal railroad will materially shorten the distance between the great producing country of the West and of the sea, all produce from New York being now sent to Charleston.

The receipts of the Raleigh and Gaston Railroad for the year ending May 1, 1871, were \$348,422, and the operating expenses, \$204,277—leaving a balance of \$144,145. The following gentlemen have been chosen directors for the ensuing year: Wm. J. Hawkins, Paul C. Cameron, A. M. McPheters, J. B. Batchelor, Geo. Little, Walter Clark and S. S. Royster. The officers are: President, Wm. J. Hawkins, Superintendent, A. B. Andrews; Treasurer, W. W. Vass. Dr. Hawkins is also President of the Chatham Railroad largely owned and controlled by the Raleigh and Gaston Railroad Company.

The Washington and Ohio Railroad is to run from Washington city, through Loudoun, Clarke, Frederick, Hampshire, &c., to the Ohio. It is partially constructed through Loudoun to Hamilton, and from this latter point bids are invited for contracts for the thirty-one miles to Winchester, to be completed by May, 1872. The company has mortgaged its whole line to raise nine millions to complete the road. Hon. Lewis McKenzie is President of the Company.

The track of the Sugar River Railroad has been laid beyond Bradford into the town of Newbury, and will be pushed ahead speedily towards the Newbury Summit.

The property of the Staten Island Shore Railroad Company, recently sold at Auction, was purchased by James Moore, for \$31,000.

The Tuckertown railroad is nearly finished.



**Cincinnati and Indianapolis Junction R. R.**

The officers of the Cincinnati, Hamilton, and Dayton and the Cincinnati and Indianapolis Junction Railroads, with the approval of the respective Boards of Directors, have entered into a contract by which the latter Railway is to pass into the hands of the former, and to be operated in connection therewith. The Cincinnati Commercial says that under this arrangement the Junction Road turns over a majority of its common stock, and \$500,000 of preferred stock, being one half of the amount issued by the company, to the Cincinnati, Hamilton and Dayton Railroad, as the property of the latter. This will give the Cincinnati, Hamilton and Dayton complete control of the road, and makes another direct road in one interest from this city to Indianapolis. The equipment of the Junction Road is estimated at \$300,000. It is encumbered by a first mortgage to secure \$1,200,000, a second for \$800,000, and a third for \$800,000, yet to be issued. It owes a floating debt of about \$1,000,000, and has issued a preferred stock of over \$1,000,000.

George Batchelder has been elected Superintendent of the Eastern (Mass.) Railroad, vice Jeremiah Prescott, resigned.

**FORTIETH DIVIDEND****WASHINGTON INSURANCE CO.,**

No. 172 BROADWAY,

NEW YORK, July 28, 1871.

A DIVIDEND OF FIVE PER CENT. has been declared, payable Aug. 1, free of tax.

WM. K. LOTHROP, Secretary.

CIVIL AND MECHANICAL ENGINEERING, at the Rensselaer Polytechnic Institute, Troy, N. Y. A higher and more practical Course of Instruction will be given here than has ever been attempted elsewhere in this country. Re-opens Sept. 13th. For the Annual Register, containing improved Course of Study, and full particulars, apply to Prof. CHARLES DROWNE, Director.

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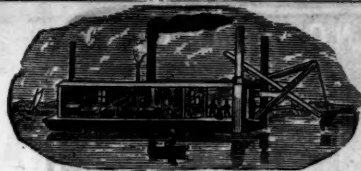
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**TO CONTRACTORS.**—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the **POUND MANUFACTURING CO.,** Lockport, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 21, 1871.

**A DIVIDEND OF FIVE PER CENT. IN CURRENCY,** free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date and until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer

**NOTICE TO CONTRACTORS AND BRIDGE BUILDERS.**

DEPARTMENT OF SURVEYS,  
224 South Fifth Street, Philadelphia.

**SEALED PROPOSALS** will be received at the Department of Surveys until three o'clock P. M. of September 6, 1871, for the construction of a Bridge over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, with approaches to Twenty fifth and Spring Garden streets, in the Fifteenth ward, and to a point about 144 feet westward of Thirtieth street, in the Twenty-fourth ward, as follows:

*First.* For the Bridge superstructure over the river, including all materials, workmanship, and erecting ready for use. It will be of wrought iron, 348 feet from centre to centre of end posts, and 34 8-10 feet from centre of lower to centre of top chord, and also two trusses for Thirtieth street, to be 84 feet from centre to centre of end posts, and 10 5-10 feet from centre of lower to centre of top chord, also of wrought iron. Detailed plans with complete strain sheets for these bridges, conforming to specifications, to accompany proposals, which on main Bridge shall give prices for both a two and three truss bridge.

*Second.* For all the iron work on approaches to be erected complete, as per plans and specifications.

*Third.* For the gradation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of the contract. The City reserves the privilege of rejecting any and all bids that may not be satisfactory, and each proposal as herein divided will be considered separately and will be so allotted.

Payments will be made monthly in bonds of the City of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond for the sum of five hundred (\$500) dollars has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock. Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained, on and after the 22nd day of July, inst.

STRICKLAND KNEASS,  
Chief Engineer and Surveyor.

**YORK CAR WORKS.**

ESTABLISHED IN 1852.

**Billmeyer & Smalls,**  
YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

**Narrow Gauge Cars**

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

**RAILROAD IRON.**

1,000 tons LLYNVI VALE.

1,000 " BAILEY BROS.

50 LBS. ERIE PATTERN. Now in yard and for sale

by

**DANAS & LITCHFIELD,**

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18 William street

**NEW YORK****State Railroad Bonds.****A First-Class Home Investment.****FIRST MORTGAGE  
GOLD BONDS**

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**ROUNDTOUT AND OSWEGO  
RAILROAD.**

Principal and Interest payable in Gold.

**SEVEN PER CENT. SEMI-ANNUALLY.**

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to \$20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

**EDWD. HAIGHT & CO.,**

9 Wall Street, New York City,  
Financial Agents of the R. & O. Company.



Contract for **BUILDING and OPERATING** at any point required.

**MACHINERY and APPLIANCES** for RIVER, HARBOR and BANK IMPROVEMENTS, constantly on hand, and furnished on short notice.



**FISHER'S PATENT**  
Wrought Iron  
**RAIL JOINTS,**  
MADE BY  
**FISHER & NORRIS,**  
**TRENTON, N. J.**

The Superiority of these Joints has been proved by eight years' use on different Roads.

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Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

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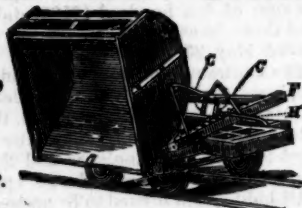


Fig. No. 2, Car Dumped.

**TO DUMP THE CAR.**

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Freight for last-named ports received until 4 P. M. of Aug. 12.

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